



City of Helena

ADMINISTRATIVE MEETING

March 19, 2025 - 4:00 PM

City - County Building Room 326 / Zoom Online Meeting; <https://zoom.helenamt.gov/j/36053471/publicmeetings>

AGENDA

1. **Call to Work Session, introductions**
2. **Commission comments, questions**
3. **Board & Committee Update**
 - a. Parking Advisory Committee Recommendations
 - b. Citizen Conservation Board Annual Report
 - c. Board Appointment Review
4. **Recommendations from the Helena Citizens Council**
5. **City Manager's Report**
6. **Department Reports**
 - a. Parade Safety Discussion
 - b. Establishing a Resolution to supersede existing fee schedules to create an NSF that will apply to all divisions linked to the City's primary bank account.
 - c. US Navy Anchor Park Bell
 - d. Civic Center Fee Structure Update
 - e. Open Lands Proposed Major Projects
 - f. Transportation Systems - Consider tabled item Removal of Residential District "B" 1100 Billings Avenue
7. **Public Comment**
8. **Commission discussion and direction to the City Manager**
9. **Adjourn**

The City of Helena is committed to providing access to persons with disabilities for its meetings, in compliance with Title II of the Americans with Disabilities Act and the Montana Human Rights Act. The City will not exclude persons with disabilities from participation at its meetings or otherwise deny them the City's services, programs, or activities.

Persons with disabilities requiring accommodations to participate in the City's meetings, services, programs, or activities should contact the City's ADA Coordinator, Ellie Ray, as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following:

Phone: (406) 447- 8490

TTY Relay Service 1-800-253-4091 or 711

Email: citycommunitydevelopment@helenamt.gov

Mailing Address & Physical Location: 316 North Park Avenue, Room 445, Helena, MT 59623.

City of Helena, Montana

February 13, 2025

To:

Tim Burton, City Manager

From:

David Knoepke, Transportation Systems Director
Julia Gustafson, Chair Parking Advisory Committee

Subject:

Parking Advisory Committee Recommendations

Present Situation:

The committee has met since September 12, 2024 and has worked with staff on numerous parking related issues.

Background Information:

Parking Advisory board was crated by resolution 20921 on June 17th, 2024. This board will fulfill its obligations to review, analyze, and recommend to the Helena City Commission goals, and objectives for Helena's Parking Advisory Committee following objectives: 1. To promote cost-effective and efficient management of the parking system; 2. To develop long-range goals pursuant to the supply and development of parking facilities; 3. To evaluate user input regarding the operation, location or management of the Helena parking system; and 4. To provide input to the Helena City Commission regarding annual budget allocations and parking pricing policies.

Proposal/Objective:

Provide Parking related recommendations from a Commission appointed board.

Advantage:

Provide recommendations form a Commission Board.

Notable Energy Impact:

N/A

Disadvantage:

None

Quasi-Judicial Item:

False

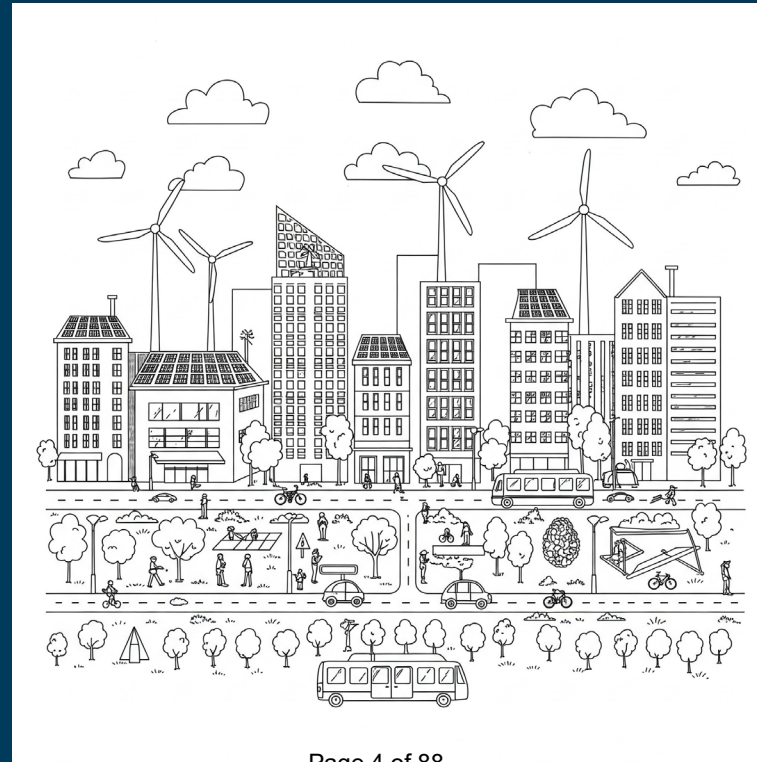
Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

Parking Advisory Recommendations to the Commission

CITIZEN CONSERVATION BOARD 2025 ANNUAL REPORT TO THE HELENA CITY COMMISSION



Overview

CCB will fulfill its obligations by issuing to the City Commission a report including:

- The state of current sustainability measures undertaken by the City of Helena
- Identifying 5 specific sustainability measures for the City Commission to review and provide guidance to the City Manager on as priorities for the coming annum.

CCB Recommendations Summary

Prioritization of the following sustainability action projects for FY 2026:

1. Community Climate Action & Resiliency Plan
2. Support Residential Renewable Energy Loan Program
3. Invest in Green Transportation
4. Invest in Solid Waste Diversion
5. Promote Water Conservation

#1 Community Climate Action and Resiliency Plan

Current State: 2009 Document guiding 2025 decisions

Recommendation:

Support and direct preparation of new City of Helena Climate Action and Community Resiliency Plan

Justification:

~19% population growth (both city and metropolitan) since 2009 –larger and more dispersed population, updates to it can be tied to new and updated city plans.

Plan should focus on both city actions and residential resiliency efforts to mitigate and adapt to climate change.



#2 Support Residential Energy Efficiency and Renewable Energy Loan Program

Current Condition:

65 loans have been initiated from the fund (approx. \$727,000 worth of disbursements). FY2025 the Commission added \$80,000. All the new funds were dispersed by October 2024.

Recommendation:

Continue to support in FY2026 with additional funding to the Residential Energy Efficiency and Renewable Energy Loan Program established by Resolution 20218.

Justification:

Popular program for real residential sustainability projects with 7 applicants on the waiting list.

HOW WILL YOU SAVE?



#3 Invest in Green Transportation

Current Condition: City operates EV street sweeper, has limited EV charging capabilities

Recommendation:

Budget for pilot program of city multi-departmental use electric vehicle.

Justification:

Decarbonization and renewable energy required to mitigate climate change.

Versatile electric vehicle options now exist for productive functional use by various departments (e.g. EV pickup trucks).



#4 Invest in Solid Waste Diversion

Current Condition: City of Helena uses city machinery and labor to break glass which is transported to Utah for recycling at approx. \$15,000 net annual loss.

Recommendation:

Budget for glass crusher to allow local recycling of glass.

Justification:

Integrated solid waste master plan reports residents desire greater solid waste diversion opportunities.

Purchase of task specific glass crusher would allow separation of non-glass components and local recycling. Projected ROI for equipment is approx. 3 years.



#5 Promote Water Conservation

****Near 2009 Climate Action Plan goal of 100 gallons per capita** for 2/3 of year.**

Remain 2-3x higher May-Sep. likely largely driven by *residential irrigation*.

City of Helena Per Capita Water Usage 2023-2024

Month ¹	Average MGD		Average GPD Per Capita ²	
	2023	2024	2023	2024
Av. January-April	3.55	3.68	101	105
May	5.66	5.64	161	160
June	6.7	8.97	190	255
July	10.67	11.26	303	320
August	10.71	-	304	-
September	7.33	-	208	-
Av. October-December	3.54	-	101	-

¹October-December use similar to January-April as residential irrigation winterized Sept.-Oct.

²35,204 estimated City of Helena 2024 population [<https://worldpopulationreview.com/us-cities/montana>]

#5 Promote Water Conservation

Current Condition: In 2024 the City of Helena further project to replace turfgrass at Law and Justice building with drought tolerant xeriscape landscaping.

Recommendation:

Complete the Law and Justice building xeriscape project by budgeting for signage to connect residents to information and resources for residential resiliency projects.

Justification:

Population (demand) continues to grow. Water resources remain fixed and likely more variable.

The project lacks signage and information to identify drought tolerant native plant species and links/resources residents could connect to.



THANK YOU!

We appreciate the opportunity to contribute to and serve our community.

March 19, 2025

TO: City Commissioners
FROM: Mayor Wilmot Collins
SUBJECT: Board Appointments

I am recommending the following board appointments:

Citizen Conservation Board

Appointment of David Saba to an interim term on the Citizen Conservation Board. Interim term expires February 28, 2026.

*Appointees can reapply for full terms following the completion of the Interim Appointment.

City of Helena, Montana

March 12, 2025

To:

Tim Burton, City Manager

From:

David Knoepke, Transportation Systems Director
Brett Petty, Helena Police Chief
Jon Campbell, Helena Fire Chief

Subject:

Parade Safety Discussion

Present Situation:

The biggest concern that event organizers have to address with events on the walking mall is access for emergency services, which is not just vehicle access. There are space limitations on the walking mall that we don't encounter with City streets, that present unique challenges related to public safety. With vehicle parades, the space limitations are amplified significantly. As Helena continues to grow, our events grow as well, making it harder to offer safe parades in a space like the Walking Mall.

Background Information:

Parades have used the Last Chance Gulch as a parade route for many years. Half of that time Last Chance Gulch was a two-way street with parking. Since the Pedestrian Mall was constructed that space for parades was reduced. As Helena grows so do the events. They not only grow in size but the number of spectators who attend. This growth has been great for the City but it has also impacted how we address items like special events and the safety of those events.

Proposal/Objective:

Provide a more detail update on this issue to the Commission.

Advantage:

Communication of the ongoing parade safety issues and discuss potential mitigating measures.

Notable Energy Impact:

N/A

Disadvantage:

Change in past practice.

Quasi-Judicial Item:

False

Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

Informational Only.

City of Helena, Montana

Commission Meeting

March 19, 2025

To: Mayor Collins and the Helena City Commission

From: Sheila Danielson, Finance Director

Subject: Establishing a Resolution to supersede existing fee schedules to create an NSF that will apply to all divisions linked to the City's primary bank account.

Present Situation: Some divisions in the city have Non-Sufficient Fund fees built into their fee schedules including Parks & Recreation and Transit. Most other city divisions do not currently collect an NSF for returned payments due to insufficient funds in customer accounts.

Background Information: The city's primary bank charges the city \$25.00 for each returned payment noted with insufficient funds. In addition, about ½ hour of non-valued added staff time is used to update the customer account and contact the customer of the insufficient funds. There are associated material costs of paper forms, envelopes and postage for notifying the customer. The staff and material costs are approximately \$15 per incident.
Year to date fees the city has absorbed in Fiscal Year 2025 is \$550.00 (not including staff time or material costs).

Proposal/Objective: The City Finance Department is proposing to recoup the costs of incidents related to non-sufficient funds. Costs to recover are the bank fee is \$25. Finance staff are proposing an additional \$15.00 per incident to cover non-valued added staff time and material costs. For a total NSF fee of \$40.00 per incident.

Advantage: Approval of the fee will help defray the cost of bank fees.

Notable Energy Impact: N/A

Disadvantage: May pose a hardship on customer.

Notice of Public Hearing: Yes

**Staff Recommendation/
Recommended Motion:** Consider moving forward with hearing a Resolution of Intention to impose an NSF Fee of \$40.00 at the next Commission Meeting.

City of Helena, Montana

April 17, 2024

To:

Tim Burton, City Manager

From:

Doug Smith, Parks, Recreation and Open Lands Director

Subject:

Civic Center Fee Structure Update

Present Situation:

The Helena Civic Center charges fees for the use of the facility that help support the cost of its operations. The general fund helps to fund the Civic Center and in order to offset some of the impact to the general fund, City Staff recommends increasing the fees charged to the Civic Center.

Background Information:

Resolution 20819, passed May 8, 2023, previously set fees charged for the use of the Helena Civic Center.

Proposal/Objective:

It appears to be in the best interests of the City to slightly increase fees charged for use of the Civic Center.

Advantage:

N/A

Notable Energy Impact:

N/A

Disadvantage:

N/A

Quasi-Judicial Item:

False

Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

No recommendation at this time, informational purposes.

Exhibit A: Civic Center Proposed Fees for FY 2026

CIVIC CENTER	2017-2021	2021-2023	FY23 Revenue	FY24 Fee	FY26 Proposed	FY24 #s Sold	FY24 Revenue	2026 Proposal Fee Increase	2026 Revenue Proposed	Increase in \$'s
Room Rentals										
Auditorium 7% Gross Box Office Revenues Min \$1250 Max \$4500	\$850.00	\$ 900.00	\$ 34,200.00	\$ 1,000.00	\$ 1,250.00	29	\$ 29,000.00	\$250.00	\$36,250.00	\$ 7,250.00
NPO Series Rate - No %, Minimum 5 Performances	\$850.00	\$ 900.00	\$ 4,500.00	\$ 1,000.00	\$ 1,250.00	6	\$ 6,000.00	\$250.00	\$7,500.00	\$ 1,500.00
Auditorium Rental No Performance (Graduations, Private Parties)	NA	\$ 675.00	\$ 1,350.00	\$ 750.00	\$ 1,000.00	2	\$ 1,500.00	\$250.00	\$2,000.00	\$ 500.00
Auditorium Set-up/Rehearsal No Public Friday-Sunday	\$400.00	\$ 550.00	\$ 4,950.00	\$ 750.00	\$ 850.00	8	\$ 6,000.00	\$100.00	\$6,800.00	\$ 800.00
Auditorium Set-up/Rehearsal No Public Monday-Thursday	\$400.00	\$ 400.00	\$ 8,400.00	\$ 500.00	\$ 750.00	11	\$ 5,500.00	\$250.00	\$8,250.00	\$ 2,750.00
Ballroom Mezzanine/Bathrooms	\$500.00	\$ 500.00	\$ 500.00	\$ 250.00	\$ 250.00	2	\$ 500.00	\$0.00	\$500.00	\$ -
Ballroom Rental	\$1,000.00	\$ 1,000.00	\$ 29,000.00	\$ 1,250.00	\$ 1,300.00	34	\$ 42,500.00	\$50.00	\$44,200.00	\$ 1,700.00
Ballroom Sunday-Thursday	\$750.00	\$ 750.00	\$ 18,000.00	\$ 850.00	\$ 1,000.00	24	\$ 20,400.00	\$150.00	\$24,000.00	\$ 3,600.00
Ballroom Set-up/Load-out Friday-Sunday	\$450.00	\$ 650.00	\$ 6,500.00	\$ 750.00	\$ 850.00	8	\$ 6,000.00	\$100.00	\$6,800.00	\$ 800.00
Ballroom Set-up/Load-out Monday-Thursday	\$450.00	\$ 450.00	\$ 4,500.00	\$ 600.00	\$ 750.00	5	\$ 3,000.00	\$150.00	\$3,750.00	\$ 750.00
Hourly Over 15 Hours (2 hour min)	\$100.00	\$ 100.00	\$ -	\$ 100.00	\$ 200.00	6	\$ 600.00	\$100.00	\$1,200.00	\$ 600.00
Auditorium Stage/Arena/Backstage with Ballroom Rental	\$350.00	\$ 500.00	\$ 1,000.00	\$ 500.00	\$ 600.00	1	\$ 500.00	\$100.00	\$600.00	\$ 100.00
Full Facility Rental Friday-Sunday No Aud Perf	\$1,600.00	\$ 1,750.00	\$ 8,750.00	\$ 1,750.00	\$ 1,800.00	6	\$ 10,500.00	\$50.00	\$10,800.00	\$ 300.00
Full Facility Rental Monday-Thursday No Aud Perf	\$1,600.00	\$ 1,250.00	\$ 1,250.00	\$ 1,250.00	\$ 1,350.00	5	\$ 6,250.00	\$100.00	\$6,750.00	\$ 500.00
Full Facility Set-up/Load-out Friday-Sunday No Aud Perf	\$1,600.00	\$ 950.00	\$ 1,900.00	\$ 1,000.00	\$ 1,250.00	3	\$ 3,000.00	\$250.00	\$3,750.00	\$ 750.00
Full Facility Set-up/Load-out Monday-Thursday No Aud Perf	\$1,600.00	\$ 800.00	\$ 800.00	\$ 800.00	\$ 1,000.00	1	\$ 800.00	\$200.00	\$1,000.00	\$ 200.00
			\$ 125,600.00				\$ 142,050.00		\$164,150.00	\$22,100.00
Equipment Rentals										
Tables Per Day	\$5.00	\$ 5.00	\$ 13,765.00	\$ 7.50	\$ 7.50	2825	\$ 21,187.50	\$0.00	\$21,187.50	\$ -
Tables Weekly	\$15.00	\$ 15.00	\$ 1,140.00	\$ 15.00	\$ 15.00	229	\$ 3,435.00	\$0.00	\$3,435.00	\$ -
Chairs Per Day	\$0.50	\$ 0.50	\$ 6,273.50	\$ 1.00	\$ 1.00	14273	\$ 14,273.00	\$0.00	\$14,273.00	\$ -
Chairs Weekly	\$1.50	\$ 1.50	\$ 253.50	\$ 2.00	\$ 2.00	420	\$ 840.00	\$0.00	\$840.00	\$ -
Risers Per Day	\$15.00	\$ 15.00	\$ 3,180.00	\$ 30.00	\$ 40.00	143	\$ 4,290.00	\$10.00	\$5,720.00	\$ 1,430.00
Risers Weekly	\$45.00	\$ 45.00	\$ 5,310.00	\$ 50.00	\$ 55.00	215	\$ 10,750.00	\$5.00	\$11,825.00	\$ 1,075.00
Pipe & Drape per linear foot	\$1.00	\$ 1.00	\$ 944.00	\$ 2.00	\$ 2.50	1015	\$ 2,030.00	\$0.50	\$2,537.50	\$ 507.50
Pipe & Drape Weekly	\$3.00	\$ 3.00	\$ 756.00	\$ 5.00	\$ 6.00	226	\$ 1,130.00	\$1.00	\$1,356.00	\$ 226.00
			\$ 31,622.00				\$ 57,935.50		\$ 61,174.00	\$ 3,238.50
Auditorium Sound/Light/Other										
Light Fee	\$400.00	\$ 400.00	\$ 8,000.00	\$ 400.00	\$ 500.00	19	\$ 7,600.00	\$100.00	\$9,500.00	\$ 1,900.00
Light Fee 2nd & Subsequent Perfs	\$200.00	\$ 200.00	\$ 3,600.00	\$ 200.00	\$ 200.00	17	\$ 3,400.00	\$0.00	\$3,400.00	\$ -
Sound Fee	\$200.00	\$ 200.00	\$ 5,200.00	\$ 300.00	\$ 300.00	24	\$ 7,200.00	\$0.00	\$7,200.00	\$ -
Sound Fee 2nd & Subsequent Perfs	\$100.00	\$ 100.00	\$ 900.00	\$ 100.00	\$ 150.00	7	\$ 700.00	\$50.00	\$1,050.00	\$ 350.00
Spotlights Per Day (operators billed separate)	\$50.00	\$ 100.00	\$ 300.00	\$ 100.00	\$ 150.00	4	\$ 400.00	\$50.00	\$600.00	\$ 200.00
Merchandise Fee - Goods Sold at Auditorium Event 20% of Gross			\$ -				\$ -	\$0.00	\$0.00	
			\$ 18,000.00				\$ 19,300.00		\$ 21,750.00	\$ 2,450.00
Labor Rates per Hour										
Tech Director	\$30.00	\$ 30.00	\$ 17,555.10	\$ 30.00	\$ 40.00	347.75	\$ 10,432.50	\$10.00	\$13,910.00	\$ 3,477.50
Technician	\$20.00	\$ 20.00	\$ 9,530.20	\$ 20.00	\$ 25.00	621	\$ 12,420.00	\$5.00	\$15,525.00	\$ 3,105.00
Stagehand	\$15.00	\$ 15.00	\$ 1,908.75	\$ 15.00	\$ 20.00	430.26	\$ 6,453.90	\$5.00	\$8,605.20	\$ 2,151.30
Police	\$50.00	\$ 60.00	\$ -	\$ 60.00	\$ 60.00	0	\$ -	\$0.00	\$0.00	\$ -
			\$ 28,994.05				\$ 29,306.40		\$38,040.20	\$ 8,733.80
Other Fees										
Serving of Alcohol in Ballroom	\$300.00	\$ 200.00	\$ 4,800.00	\$ 200.00	\$ 250.00	29	\$ 5,800.00	\$50.00	\$7,250.00	\$ 1,450.00
Ballroom Audio Package					\$ 600.00				\$9,600.00	\$ 7,200.00
Ballroom Audio Package Additional Day					\$ 400.00				\$2,000.00	\$ 2,000.00
Ballroom Lighting Package					\$ 400.00				\$4,800.00	\$ 4,800.00
Ballroom Lighting Package Additional Day					\$ 300.00				\$1,800.00	\$ 1,800.00
Screen/Projector Package		\$ 200.00	\$ 2,400.00	\$ 400.00	\$ 600.00	14	\$ 5,600.00	\$200.00	\$8,400.00	\$ 2,800.00
Screen/Projector Package Additional Day		\$ 100.00	\$ 300.00	\$ 100.00	\$ 300.00	3	\$ 300.00	\$200.00	\$900.00	\$ 600.00
			\$ 4,800.00	\$ 700.00	\$ 2,850.00		\$ 11,700.00		\$ 34,750.00	\$ 20,650.00
			\$ 209,016.05				\$ 260,291.90	\$ -	\$ 319,864.20	\$ 57,172.30

Helena Civic Center Operating Trend

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	2022	2023	2024	FY 2025 BUDGET	FY 2025 YTD ACT	FY 2025 EST ACT	FY26 BUDGET
Beginning Cash Balance	\$ 509,585	\$ 854,805	\$ 659,381	\$ 314,388	\$ 314,388	\$ 314,388	\$ 241,212
Operating Revenues:							
Civic Center Fees	172,962	202,925	247,277	250,000	163,147	250,000	290,000
Event Ticket Sales	332,433	422,645	460,201	500,000	505,376	525,000	555,000
Event Ticket Fee	37,226	42,887	42,989	50,000	25,460	45,000	55,000
Civic Center Event Reimbursements	436	-	-	-	-	-	-
Vendor Admission Fees	-	24,435	27,701	30,000	-	10,000	30,000
Concession Merchandise	30,664	24,133	58,160	54,600	21,315	50,000	54,600
Other Revenues	25,710	-	150	-	-	-	-
Interest Earnings	3,187	26,672	23,322	15,000	10,524	20,000	12,000
Misc. Federal/State Grants	351,623	-	-	-	-	-	-
Total Operating Revenues:	954,240	743,696	859,800	899,600	725,822	900,000	996,600
Transfers In:							
Transfer In from General Fund	450,000	360,000	360,000	360,000	270,000	360,000	360,000
Transfer in - Insurance Fund	2,750	1,134	673	673	-	673	673
Transfer in - Civic Center Board	-	-	51,385	-	-	-	-
Total Operating Revenues & Transfers In	\$ 1,406,990	\$ 1,104,830	\$ 1,271,858	\$ 1,260,273	\$ 995,822	\$ 1,260,673	\$ 1,357,273
Salaries & Wages	235,171	306,569	312,181	357,238	248,986	357,000	372,562
Temporary Salaries	30,860	46,380	49,377	56,850	33,211	47,000	56,850
Overtime - Misc	2,357	2,146	2,073	2,015	6,186	8,750	2,300
F.I.C.A. (Soc. Sec.)	15,615	21,119	21,850	25,801	17,298	25,000	27,077
P.E.R.S. Retirement	21,029	28,382	29,465	32,763	23,737	33,000	33,795
Health & Vision Insurance	51,208	80,765	88,248	109,734	59,637	85,000	110,618
Workers Comp. Ins.	3,266	3,906	3,753	4,536	1,617	3,900	4,834
Unemployment Ins.	936	1,243	909	1,086	720	1,090	1,138
Dental Insurance	2,368	3,348	2,863	3,498	2,083	2,950	3,498
F.I.C.A. Medicare	3,651	4,939	5,110	6,038	4,045	6,000	6,337
	366,462	498,797	515,829	599,559	397,521	569,690	619,009
Office Supplies & Equip	412	379	1,081	800	332	800	800
Janitorial Supplies	9,519	8,784	7,239	9,500	9,748	10,000	9,500
Clothing / Uniforms	-	-	720	-	774	780	500
Small Tools & Equip-Misc	3,644	7,370	6,964	5,000	6,024	6,100	5,000
Computr Equip/Sftwr/Sppl	7,165	306	163	2,800	3,564	3,600	2,200
Furniture & Fixtures-Misc	1,172	667	170	750	-	-	1,500
Resale Supplies	9,901	13,050	12,039	16,380	9,365	16,000	16,380
Construction & Maint Mat'ls	643	2,338	1,434	1,000	1,662	2,000	1,000
	32,455	32,894	29,809	36,230	31,471	39,280	36,880
IT&S Computer Maint/Spprt	14,890	17,434	18,075	18,070	13,684	18,070	25,953
IT&S Telephone Service	4,196	4,195	2,312	2,774	2,774	2,774	2,774
IT&S Special Projects	-	-	-	-	-	-	-
City-Co Bldg Postage Adm	522	222	713	713	373	713	550
Postage	1,628	1,784	728	1,500	377	1,000	600
Cellular Services	-	-	-	-	-	-	-
Printing & Duplicating	22	492	433	500	703	800	500
Dues, Subscriptn, License	1,852	7,511	14,978	14,984	15,619	16,000	20,000
Advertising	1,428	4,396	3,231	4,250	3,584	4,250	4,250
Water & Sewer	7,481	9,104	10,596	10,000	7,927	10,000	10,000
Long Distance Telephone	-	-	-	-	-	-	-
Solid Waste	3,006	3,327	3,379	3,500	2,192	3,500	3,500
Professional Services-Misc	378,514	485,640	378,631	350,000	306,658	350,000	385,500
Equipment Repairs	3,730	3,027	3,565	3,250	130	3,250	2,350
Building Repairs/Maint	7,356	3,997	3,137	4,500	333	4,500	4,500
Local Travel	-	-	-	-	-	-	-
Travel & Meeting Expense	3,309	-	489	500	591	600	500
Required Training	120	-	-	600	120	600	600
Conferences	1,076	-	-	1,500	575	1,500	1,500
Investigation / Inspect Fees	527	-	-	8,000	-	-	-
Other Contracted Services	4,948	2,770	2,680	2,500	4,584	5,000	3,500
CC Event Reimb Costs	1,873	-	-	-	800	800	-
	436,476	543,899	442,946	427,141	361,026	423,357	466,577

Helena Civic Center Operating Trend

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	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>FY 2025 BUDGET</u>	<u>FY 2025 YTD ACT</u>	<u>FY 2025 EST ACT</u>	<u>FY26 BUDGET</u>
Special Assessments	12,679	12,175	11,873	13,500	300	13,500	13,500
Licenses	-	-	-	-	-	-	-
Credit Card Fees	8,398	9,755	9,820	11,250	9,650	11,250	11,250
	21,077	21,929	21,692	24,750	9,950	24,750	24,750
Comm, Mgr, Atty Charges	46,600	37,023	21,862	36,147	21,086	36,147	23,966
Park & Rec	39,478	39,227	50,455	46,261	26,986	46,261	54,862
Property Insurance	17,585	24,102	28,109	34,187	25,640	34,187	35,540
Vehicle & Equip Insurance	9	-	-	-	-	-	-
Liability Insurance	8,879	10,331	11,312	12,499	9,374	12,499	13,117
Fidelity Insurance	86	87	86	86	65	86	86
Liability Deductible	-	-	-	-	-	-	-
Human Resource	6,825	8,993	9,033	9,313	5,433	9,313	9,431
Budget & Accounting	15,622	11,990	15,913	17,440	10,173	17,440	24,823
Building M&O Charge	67,602	70,982	112,903	120,839	70,489	120,839	132,923
	202,686	202,735	249,674	276,772	169,246	276,772	294,748
Total Operating Exepnses	\$ 1,059,156	\$ 1,300,254	\$ 1,259,951	\$ 1,364,452	\$ 969,212	\$ 1,333,849	\$ 1,441,964
Revenues Less Operating Expense	\$ 347,834	\$ (195,424)	\$ 11,907	\$ (104,179)	\$ 26,609	\$ (73,176)	\$ (84,691)
Transfers Out - CC Board /Other	2,613	-	-	-	-	-	-
Capital Improvements Fund	-	-	351,000	-	-	-	-
Capital Outlay	-	-	5,900	-	-	-	35,000
Ending Cash Balance	\$ 854,805	\$ 659,381	\$ 314,388	\$ 210,209	\$ 340,997	\$ 241,212	\$ 121,521
Check Total	854,805.40	659,380.92	314,388.13	211,082.00	211,082.00	0	-
Difference	-	-	-	(872.87)	129,915.30		
General Fund Transfer % of Operating Costs	42.5%	27.7%	28.6%	26.4%	27.9%	27.0%	25.0%

Helena Civic Center Operating Trend

DRAFT

	2019	2020	2021	2022	FY23 Unaudited	2024 Budget	FY24 Estimated Actual	2025 Budget
Beginning Cash Balance	\$ 480,032	\$ 670,618	\$ 444,262	\$ 509,585		\$ 853,913	\$ 853,913	\$ 398,184
Operating Revenues:								
Civic Center Fees	165,484	131,083	76,644	172,962		215,000	185,000	260,371
Event Ticket Sales	379,490	349,743	303,486	332,433		406,000	515,000	546,000
Event Ticket Fee	46,126	36,442	30,601	37,226		40,000	51,500	54,600
Civic Center Event Reimbursements	2,895	83	-	436		-	-	-
Vendor Admission Fees	-	-	-	-		-	25,000	25,000
Concession Merchandise	21,019	19,407	9,416	30,664		40,000	51,500	54,600
Other Revenues	42,016	198	2	25,810		50	50	-
Interest Earnings	-	-	-	3,187		2,500	20,000	20,000
Misc. Federal/State Grants	-	-	-	351,524		-	-	-
Total Operating Revenues:	657,029	536,956	420,148	954,241		703,550	848,050	960,571
Transfers In:								
Transfer In from General Fund	470,000	360,000	360,000	450,000		360,000	360,000	360,000
Transfer in - Insurance Fund	5,572	2,792	2,750	2,750		1,134	1,134	-
Total Operaing Revenues & Transfers In	\$ 1,132,601	\$ 899,748	\$ 782,898	\$ 1,406,991		\$ 1,064,684	\$ 1,209,184	\$ 1,320,571
Salaries & Wages	254,766	248,264	211,466	235,171		300,640	300,640	310,587
Temporary Salaries	22,706	35,258	20,655	30,860		60,480	50,000	56,850
Overtime - Misc	1,331	3,296	1,100	2,357		-	2,000	1,842
F.I.C.A. (Soc. Sec.)	15,782	16,560	13,008	15,615		22,393	22,393	22,899
P.E.R.S. Retirement	22,344	23,339	18,970	21,029		26,970	26,970	27,861
Health & Vision Insurance	59,267	62,456	51,156	51,208		77,802	84,871	92,819
Workers Comp. Ins.	11,969	12,463	6,965	3,266		4,116	3,830	4,163
Unemployment Ins.	1,255	719	585	936		980	980	1,038
Dental Insurance	3,067	3,118	2,367	2,368		3,600	3,600	3,498
F.I.C.A. Medicare	3,691	3,873	3,050	3,652		5,239	5,239	5,358
	396,178	409,347	329,322	366,462		502,220	500,523	526,915
Office Supplies & Equip	738	852	392	498		1,000	700	1,000
Janitorial Supplies	10,024	10,202	6,774	9,519		10,500	9,500	10,000
Small Tools & Equip-Misc	2,398	2,760	2,278	3,644		7,700	7,000	5,000
Computr Equip/Sftwr/Supply	-	101	2,790	7,165		3,000	3,000	600
Furniture & Fixtures-Misc	5,207	2,014	2,150	1,172		750	750	750
Resale Supplies	7,519	8,383	6,028	9,901		11,000	12,500	15,000
Construction & Maint Mat'ls	2,783	2,372	982	643		2,000	1,000	1,000
	28,669	26,685	21,393	32,542		35,950	34,450	33,350
IT&S Computer Maint/Spprt	19,198	14,909	16,623	14,890		17,434	17,434	18,131
IT&S Telephone Service	4,062	4,069	4,196	4,196		4,196	4,195	4,196
IT&S Special Projects	-	2,234	895	-		-	-	-
City-Co Bldg Postage Adm	132	189	314	522		222	222	713
Postage	1,085	1,282	615	1,628		500	1,750	1,500
Cellular Services	60	80	-	-		-	-	-
Printing & Duplicating	2,109	476	415	22		1,000	500	500
Dues, Subscriptn, License	2,858	2,958	2,561	1,852		14,784	14,000	14,984
Advertising	-	-	3,030	1,428		3,000	3,250	3,500
Water & Sewer	7,564	9,414	8,175	7,481		9,500	11,775	13,000
Long Dist Telephone Chrgs	47	51	-	-		100	-	-
Solid Waste	3,305	3,311	3,150	3,006		3,500	3,300	3,500
Professional Services-Misc	283,502	339,762	134,310	378,514		291,500	485,000	476,666
Equipment Repairs	5,870	5,504	2,605	3,730		4,050	3,800	3,500
Building Repairs/Maint	16,528	7,469	6,505	7,356		4,000	4,000	5,000
Local Travel	-	19	-	-		200	-	-
Travel & Meeting Expense	86	225	-	3,309		500	-	500
Required Training	1,677	120	-	120		1,000	500	1,000
Conferences	1,048	-	295	1,076		2,000	-	1,500
Investigation / Inspect Fees	240	240	792	527		-	-	8,000
Other Contracted Services	3,999	5,140	5,835	4,948		2,350	2,800	2,500
CC Event Reimb Costs	4,617	350	1,310	1,873		-	-	-
	357,987	397,804	191,627	436,476		359,836	552,526	558,690

Helena Civic Center Operating Trend

DRAFT

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>FY23 Unaudited</u>	<u>2024 Budget</u>	<u>FY24 Estimated Actual</u>	<u>2025 Budget</u>
Special Assessments	8,483	11,232	11,776	12,679		12,679	12,679	13,186
Licenses	-	-	-	-		-	-	-
Credit Card Fees	-	-	-	8,398		7,000	11,000	13,000
	8,483	11,232	11,776	21,077		19,679	23,679	26,186
Comm, Mgr, Atty Charges	17,353	17,068	23,784	46,600		37,023	37,023	16,103
Park & Rec	-	-	7,713	39,478		39,227	39,227	50,455
Property Insurance	15,156	15,156	16,435	17,585		24,102	24,102	28,109
Vehicle & Equip Insurance	8	8	8	9		-	-	-
Liability Insurance	7,631	7,790	7,874	8,879		10,331	10,331	10,564
Fidelity Insurance	88	86	86	86		87	87	87
Liability Deductible	-	-	-	-		-	-	-
Human Resource	8,473	8,129	8,377	6,825		8,993	8,993	9,033
Budget & Accounting	8,254	8,312	10,302	15,622		11,990	11,990	15,921
Building M&O Charge	93,734	117,010	88,879	67,602		70,982	70,982	112,903
	150,697	173,559	163,458	202,686		202,735	202,735	243,175
Total Operating Exepnses	\$ 942,014	\$ 1,018,626	\$ 717,575	\$ 1,059,243		\$ 1,120,419	\$ 1,313,913	\$ 1,388,316
Revenues Less Operating Expense	\$ 190,587	\$ (118,878)	\$ 65,322	\$ 347,747		\$ (55,735)	\$ (104,729)	\$ (67,745)
Transfers Out - CC Board /Other	-	38,798	-	3,419		-	-	-
Capital Outlay	-	68,679	-	-		351,000	351,000	-
Ending Cash Balance	\$ 670,618	\$ 444,262	\$ 509,585	\$ 853,913		\$ 447,178	\$ 398,184	\$ 330,439
Check Total	670,618.35	444,262.40	509,584.80	853,913.50		-	-	-
Difference	(0.00)	(0.00)	(0.00)	(0.00)		447,178.08		
General Fund Transfer % of Operating Costs	49.9%	35.3%	50.2%	42.5%		32.1%	27.4%	25.9%

City of Helena, Montana

March 12, 2025

To:

Tim Burton, City Manager

From:

Doug Smith, Parks, Recreation and Open Lands Director

Subject:

Open Lands Proposed Major Projects

Present Situation:

The Open Lands Division within the Parks, Recreation and Open Lands Department is proposing ten projects that the trail using community would benefit from if approved to be completed. The projects proposed are implementing trailhead parking use area hours, construction of a new parking area, several trail connector creations and a few trail re-routes. Total estimated budget of \$101,000. Open Lands staff plans on utilizing their own staff, local contractors, grant funds and community partners to assist in the construction and investment sources to complete the projects.

Background Information:

Two open houses were recently hosted by the Open Lands team with ample positive feedback from the public and community partners on the benefit of completing these projects.

Proposal/Objective:

Staff proposes to approve these ten Open Lands Major Projects to be completed.

Advantage:

These projects represent fulfillment of goals and objectives outlined in the Helena Open Lands Management Plan. The projects also improve/maintain community access and use, promote sustainable use and stewardship.

Notable Energy Impact:

N/A

Disadvantage:

N/A

Quasi-Judicial Item:

False

Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

No recommendation, informational purpose.

City of Helena Open Lands Division Proposed Major Projects

City Recommendations
Calendar Year 2025



Major Projects Definitions

- New trail, or trailhead construction (includes extension of existing trails)
- New or changed trail usage rules (i.e., limiting or changing use on an existing trail, allowing new uses on a trail)
- Trail removal and/or reroute
- Potential for significant public interest
- Substantial project cost (i.e., in excess of \$25,000)

Trailhead Parking Area Use Hours – Brad Langsather, Presenter

- **Current Situation**

- In the past five years, Helena's open lands trailhead parking areas have seen an increase in late-night public usage that is unrelated to traditional recreational pursuits. In some instances, these after-hours events have resulted in requests for police investigation. Others have been highlighted by instances of vandal induced physical damage to trailhead amenities, including irreparable damage to restrooms, pet stations, signs and/or the painting of profane graffiti on signs, fences, kiosks, historic sites, restrooms and natural features (rocks, trees).

- **Recommendation**

- The city recommends establishing a nighttime closure period of 11:00 P.M. to 5:00 A.M. for five open land trailhead parking areas (Beattie, Dump Gulch, Old Shooting Range, Reeder's Village, South Hills Disc Golf Course).

- **Estimated Budget**

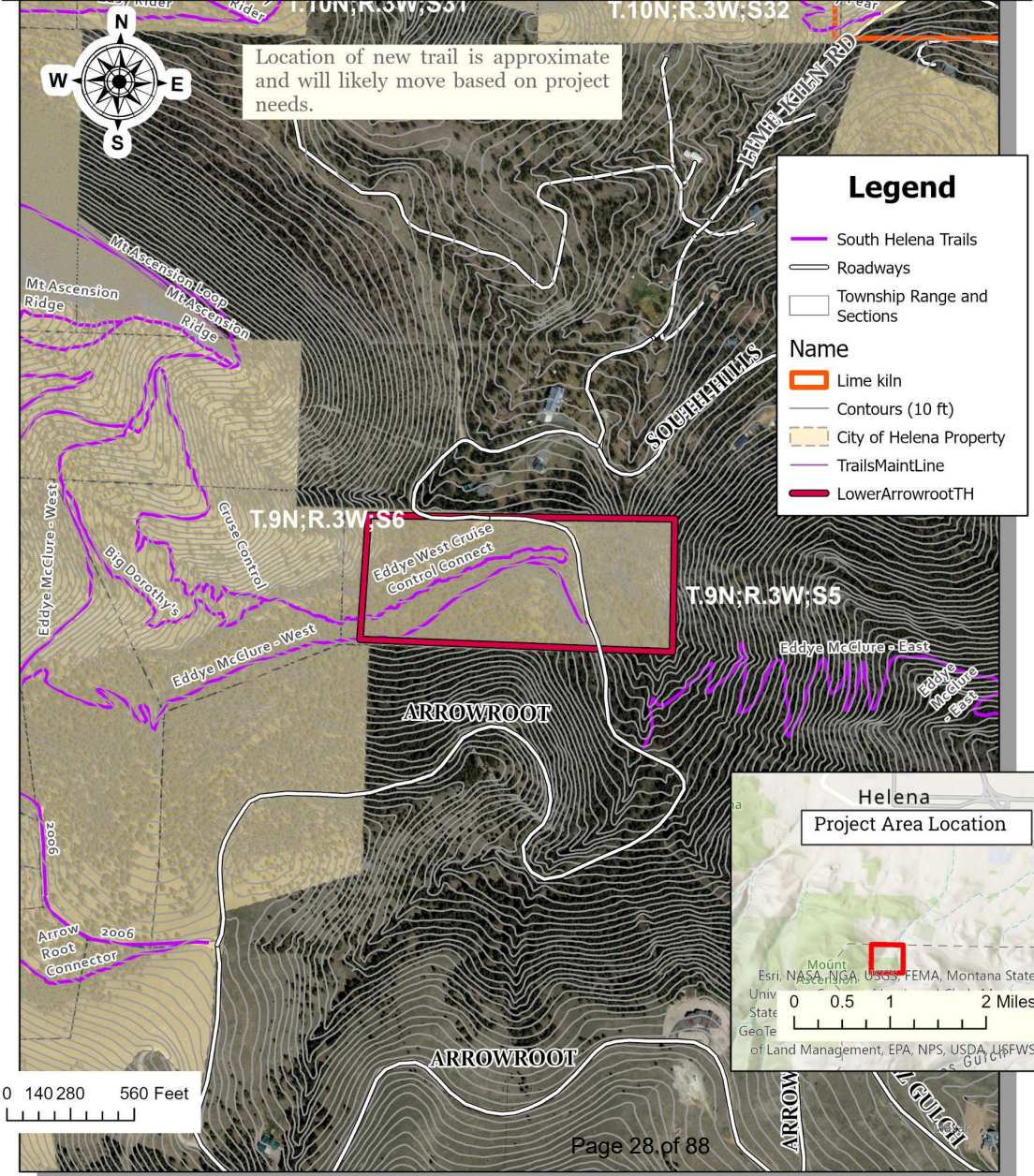
- \$2000 (Signage)

Lower Arrowroot Trailhead Parking Area – Brad Langsather, Presenter

- **Current Situation**
- Recent developments associated with parking availability for those recreationalists using the Eddye McClure East Trail have resulted in an increase of trail user vehicles parking on Arrowroot Drive and Limekiln Road. This results in safety issues for trail users and motorists traveling on either roadway.
- **Recommendation**
- To address the situation, the city would like to propose the construction of a 6-8 vehicle, gravel surfaced parking area to be constructed on City of Helena property located adjacent to Arrowroot Drive in Sections 5 & 6, Township 9 North, Range 3 West, Certificate of Survey 154368 Folio 367B, Jefferson County, MT
- **Estimated Budget**
- \$35,000 (Equipment, Materials, Wages)
- SEE EXHIBIT “A”

Lower Arrowroot TH and Parking Area

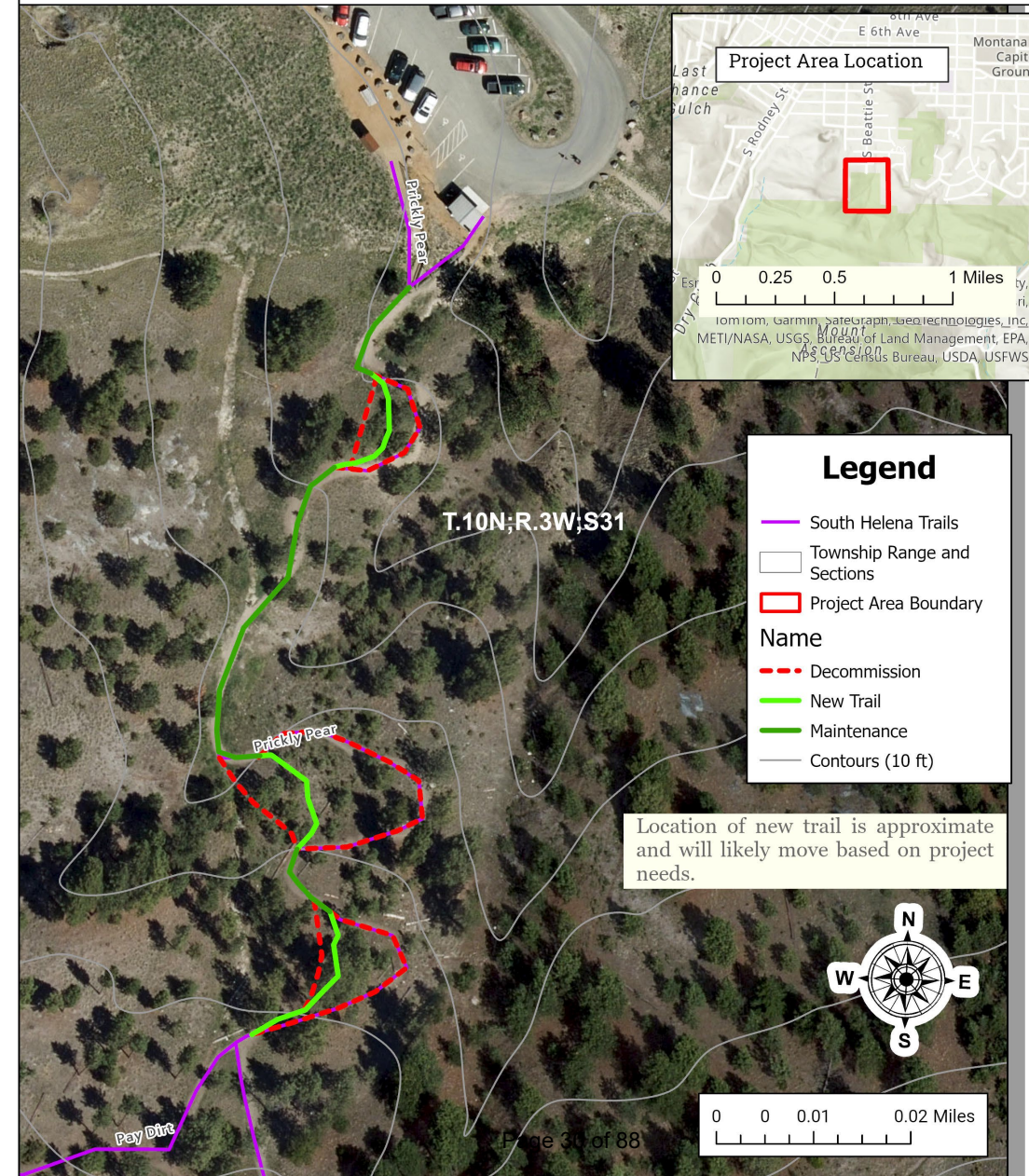
EXHIBIT A



Prickly Pear Reroute (From Beattie TH) – Brad Langasther, Presenter

- **Current Situation**
- Following the construction of the Beattie Street Trailhead parking area in 2020, the Prickly Pear Trail was rerouted to address slope/drainage issues. Unfortunately, the trail has deteriorated significantly in the past four years. Currently, the trail is becoming excessively wide, overly out sloped, and marred by straight-line paths braiding across switchbacks. Multiple public comments have highlighted these issues.
- **Recommendation**
- The city recommends a reroute of Prickly Pear Trail to create a more direct and sustainable path combined with implementation of rehabilitation work on the old trail bed (where it has been rerouted as well as the switch-back braids).
- **Estimated Budget**
- \$3000(Existing trail maintenance, new trail construction and old trail decommission)
- SEE EXHIBIT “B”

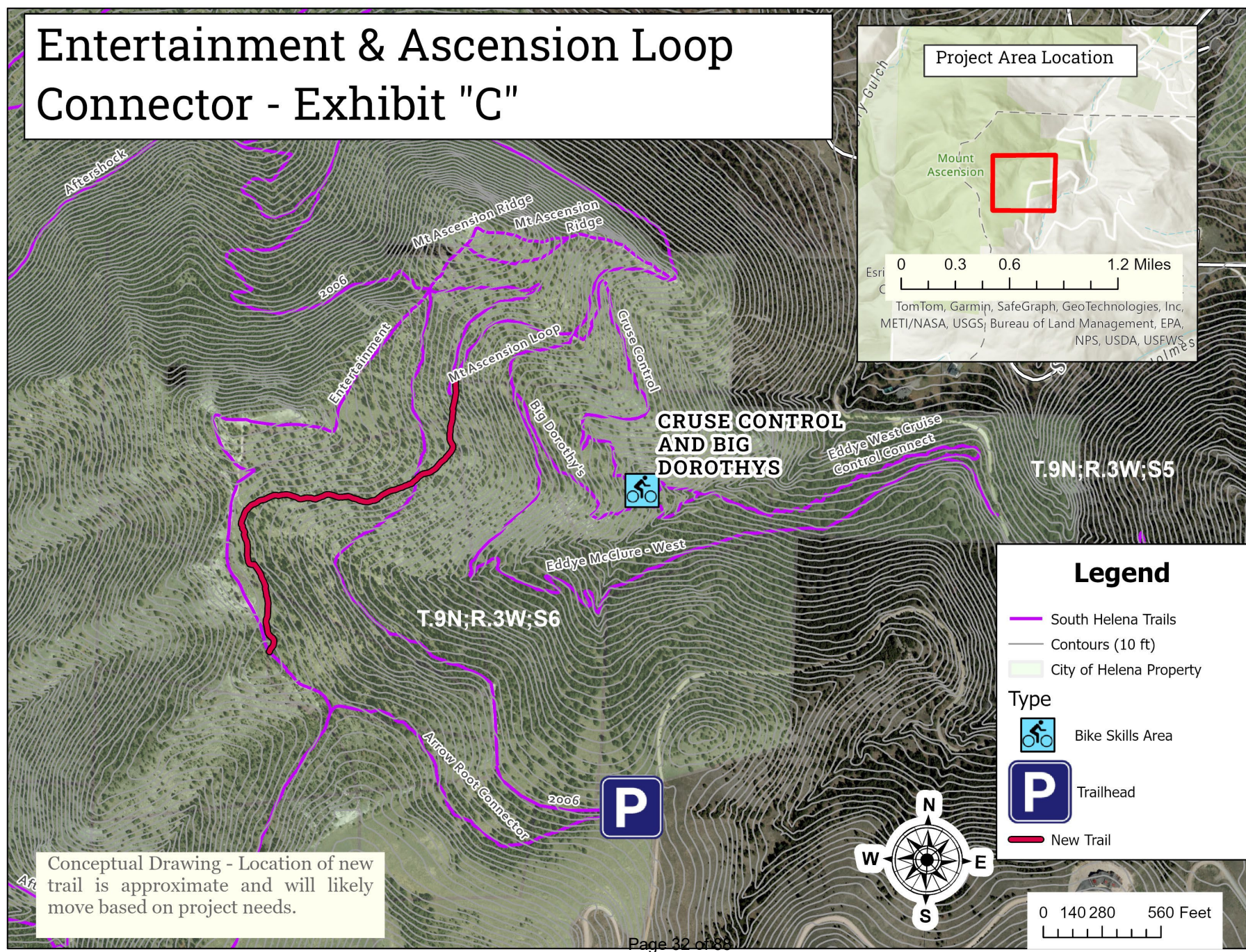
Prickly Pear Trail Proposed Reroute - EXHIBIT B



Entertainment and Ascension Loop Connector Trail– Brad Langsather, Presenter

- **Current Situation**
- To access the Directional Trails on the backside of Mt Ascension from the Arrowroot Drive Trailhead, a user must follow the 2006 Trail to the Ascension Loop Trail. This results in increased downhill bicycle use on the ascension Loop and Eddy McClure West Trails. As the use of Mt Ascension increases, there is increased opportunities for user conflict on these trails.
- **Recommendation**
- The Montana Bicycle Guild proposes creating a trail from the southern ridge of the Entertainment Trail to the Ascension Loop. This trail would be very welcomed by the mountain bike community as a preferred route to access the Directional Trails on Mt Ascension. This trail would also provide a new loop opportunity on the east side of the park, particularly in combination with the proposed low-angle connector (Goin EZ Trail). The new Entertainment to Ascension Loop Connector Trail would likely have the effect of reducing mountain bike use descending Eddy West. Although city staff anticipate frequent mountain bike use of the proposed connector trail, no use restrictions are recommended at this time. Should the proposed trail be recommended for construction, it is imperative that when crossing the 2006 Trail, and when merging into the Ascension Loop Trail, that the new connector trail have good sightlines/terrain conducive to safe crossing/merger.
- **Estimated Budget**
- \$12,000 (New trail construction, Materials)
- SEE EXHIBIT "C"

Entertainment & Ascension Loop Connector - Exhibit "C"



Lime Kiln Connector Trails– Brad Langsather, Presenter

- **Current Situation**

- Lime Kiln Drive from Virginia Dale Dr can be a dangerous road heading south. It is narrow, windy, varied in width, and characterized by poorly sloped surfaces. This road provides recreation opportunities and is frequently used by runners, bikers, and walkers.

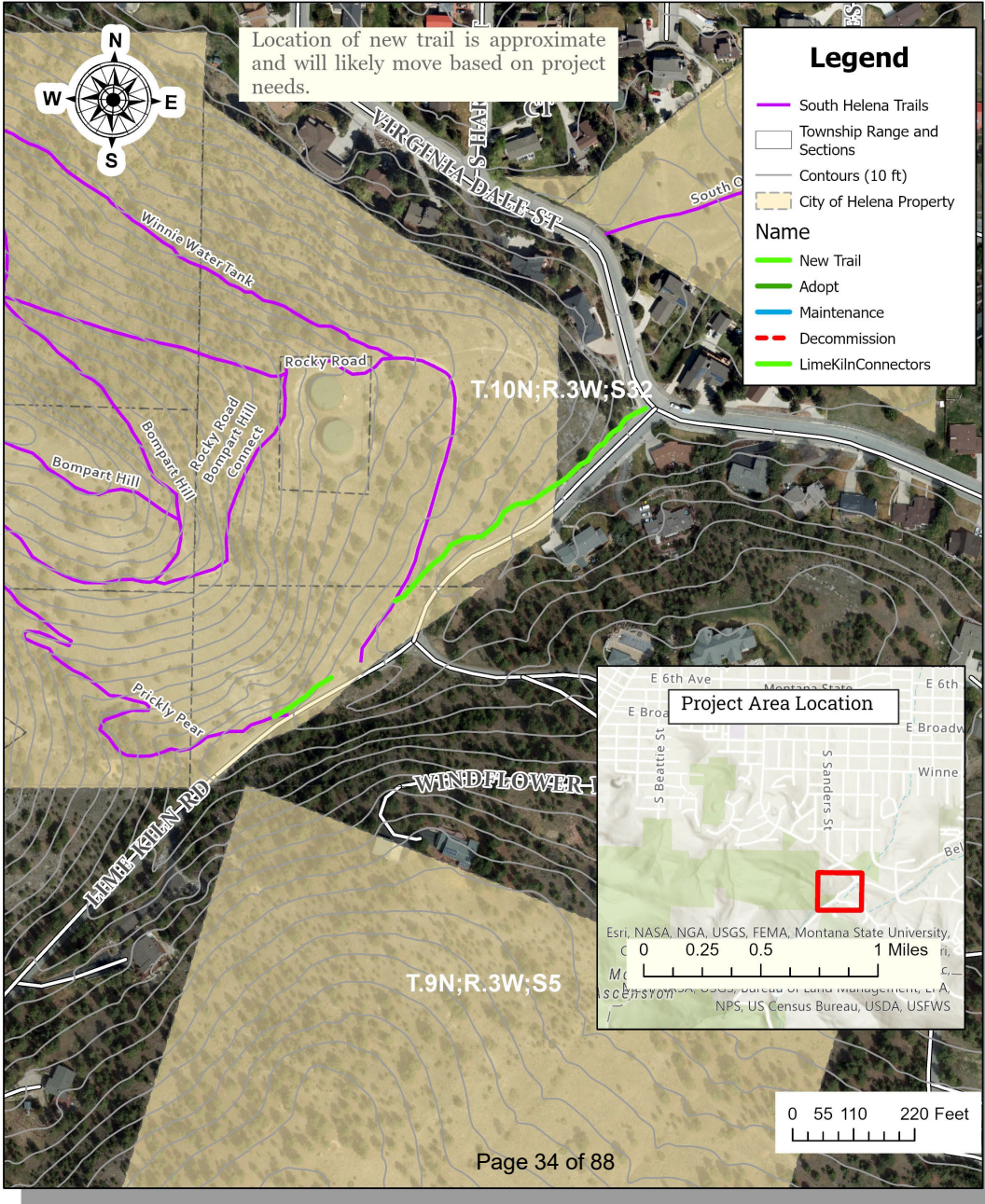
- **Recommendation**

- City staff proposes creating two trails that parallel Lime Kiln Road as it goes south. The first trail will be positioned from near the Virginia Dale Street sidewalk/Limekiln Road junction and travel in a generally southerly direction to the recently upgraded Lime Kiln Trailhead parking area. The second will connect the Lime Kiln Trailhead parking area to the point where Prickly Pear Trail intersects the Limekiln Road borrow pit.

- **Estimated Budget**

- \$4000 (New trail construction)
- SEE EXHIBIT “D”

Lime Kiln - EXHIBIT D



Mount Helena Restroom Trail – Brad Langsather, Presenter

- **Current Situation**

- The Mount Helena (Reeders Village) Trailhead parking area has two distinct tiers, that are separated by a steep, grassy bank. There are multiple social trails that connect the upper tier and lower parking lot tiers. They are difficult to use, have erosion issues, and get icy in the winter. The upper parking lot tier drains water down to a point immediately adjacent to the vaulted restroom located in the lower parking lot tier. This has created issues with water seeping through the restroom wall during stormwater run-off events.

- **Recommendation**

- City staff proposes placement of several large rocks with flat faces positioned on their sides, into holes excavated in a straight line on the bank slope that is situated between the upper and lower tiers of the Mount Helena Trailhead Parking Area. The rocks will be placed in a manner that will create stepping stairs for individuals wishing to travel from the upper parking lot tier down to the restroom located in the lower parking lot tier. One set of steps will be located just north of the restroom where a social trail marks the path that people are currently using, and a second set of steps will be constructed further to the northwest where a second social trail provides evidence of an additional route that is currently being used to travel between the parking lot tiers.

- **Estimated Budget**

- \$ 1000 (New trail construction, Obliteration, Drainage, Materials)
- SEE EXHIBIT “E”

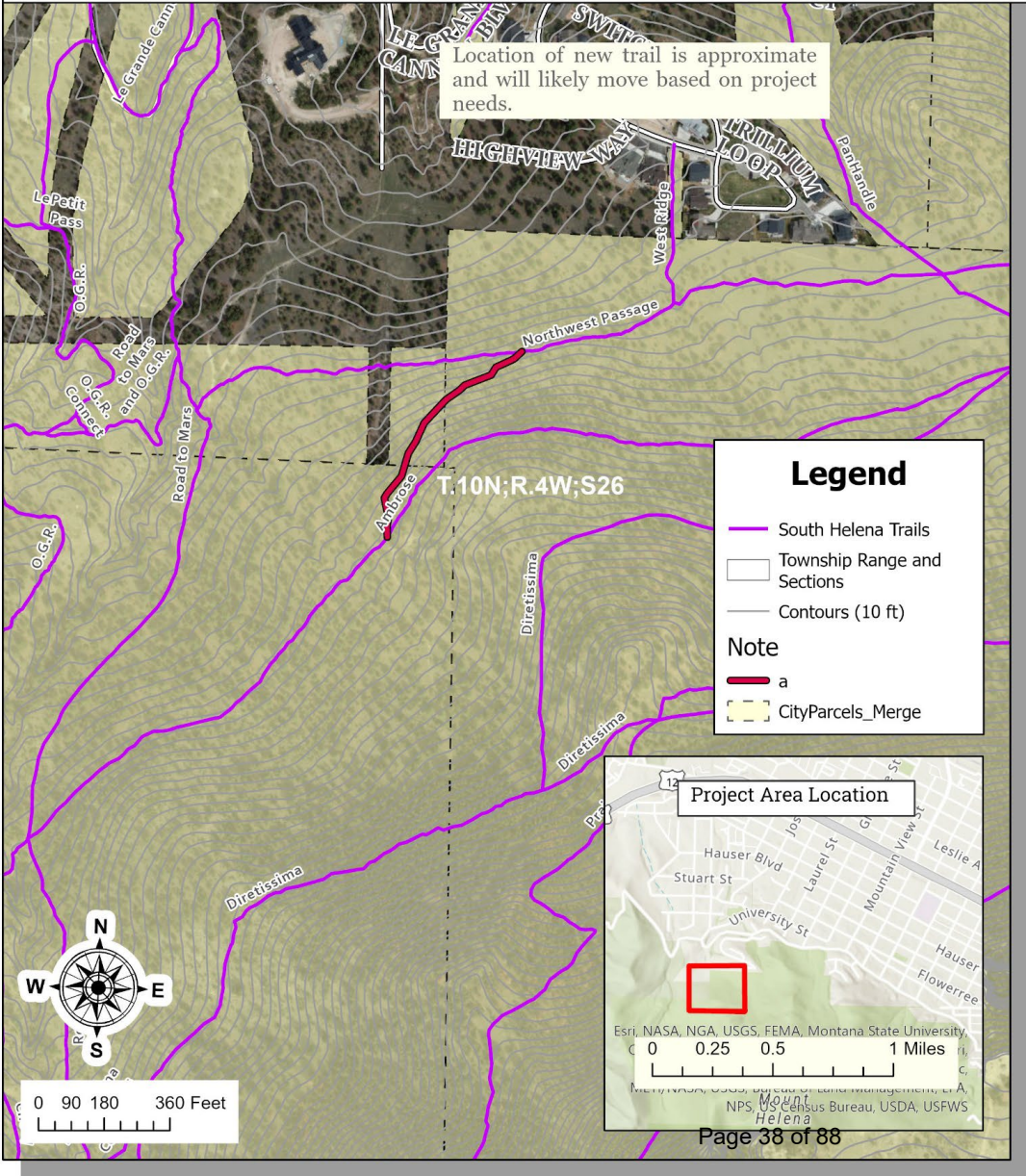
Mount Helena Restroom Trail - EXHIBIT E



Northwest Passage & Ambrose Connector– Brad Langsather, Presenter

- Northwest Passage & Ambrose Connector– Tyler Wock, Presenter
- **Current Situation**
- To get from the West Ridge/Pan Handle area to the western edge of MT Helena City Park, you must follow Northwest Passage to Road to Mars. Half of this section of Northwest Passage is downhill and following this route to Road to Mars is over a quarter mile. A connector from Northwest Passage to Ambrose Trail would increase connectivity and be convenient for those desiring an upslope route to their eventual destination point or loop trail route.
- **Recommendation**
- Create a connector trail from the Northwest Passage trail near the Westridge trail to the Ambrose Trail.
- **Estimated Budget**
- \$3500 (New trail construction)
- SEE EXHIBIT “F”

Northwest Passage & Ambrose Connector - EXHIBIT F



Meatloaf Area Trail Redesign– Brad Langsather, Presenter

- **Current Situation**

- The Meatloaf Hill area serves as a neighborhood open space park and contains an extensive network of non-motorized trails that are used daily by numerous hikers, bikers, and dog walkers. It has many trail routes that are simply old roads that have been adopted as trails, as well as a number of social trails that see heavy use. Some of the social trails see enough use that they should be brought up to an acceptable level of sustainability and incorporated into city's system of designated trails.

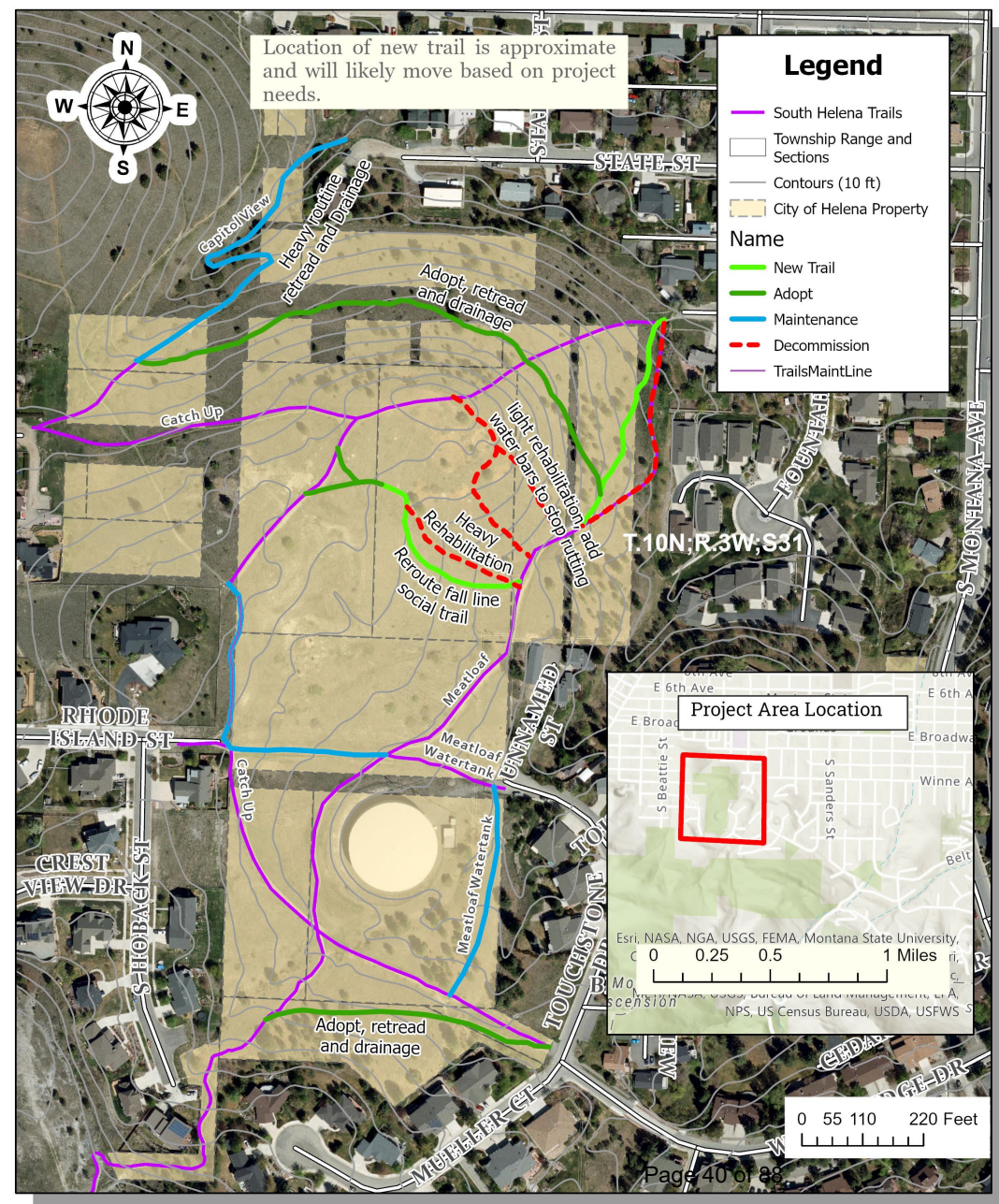
- **Recommendation**

- Reroute a portion of Meatloaf Trail nearest 3rd Street and redesign the entrance. Adopt and reroute the heavily used social trail located between Catchup and Meatloaf trails as well as rehabilitate the heavily rutted old alignment. Adopt the heavily used trail that wraps around Meatloaf Hill from the Meatloaf Trail to the Capitol View Trail.

- **Estimated Budget**

- \$8500 (New trail construction, Trail Maintenance, Adoption, and Rehabilitation)
- SEE EXHIBIT "G"

Meatloaf Hill Redesign - EXHIBIT G



2006 Trail Redesign and Switchback Construction– Brad Langsather, Presenter

- **Current Situation**

- The Switchback Portion of the 2006 Trail, located on the north face of Mt Ascension, is a preferred route to the Entertainment Trail junction. When the trail was created, the parcel managed by the city had a smaller footprint that limited the ability of trail designers to reduce trail grades and switchback numbers. Due to the presence of a steep sidehill, and the frequency of use, the occurrence of trail user conflict is inevitable. These usage patterns have resulted in the development of a trail prism that is widened and eroded in some spots and narrowed in others.

- **Recommendation**

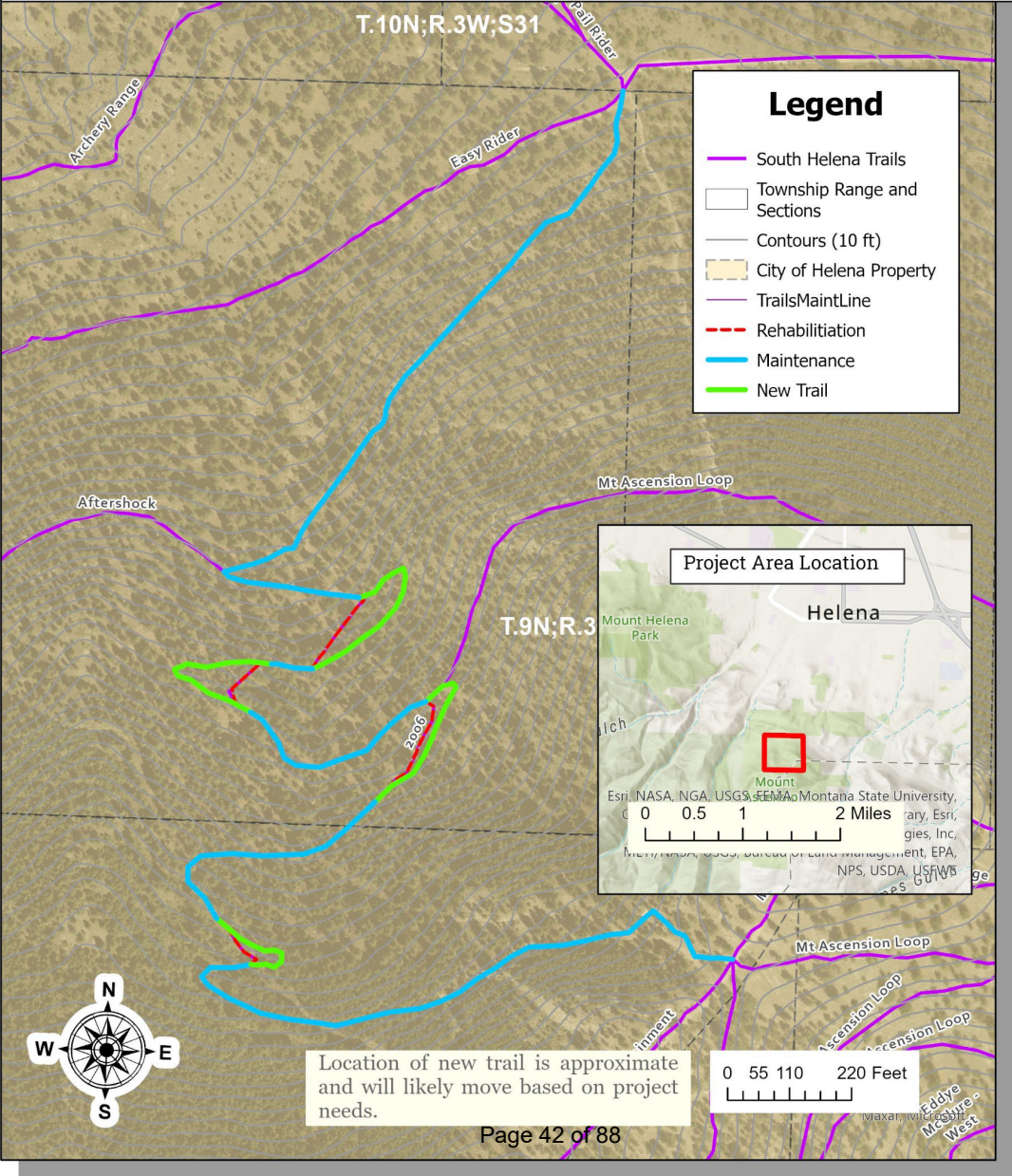
- City Staff recommends a series of short reroutes and heavy retread for that portion of 2006 Trail located between the junction of 2006/Easy Rider junction and the Entertainment Trail junction located near on the Mt Ascension ridge.

- **Estimated Budget**

- \$ 16000 (New trail construction, Existing maintenance, and Rehabilitation)
- SEE EXHIBIT “H”

2006 Switchback Reconstruction

EXHIBIT H



Eddye West and Arrowroot Trailhead Connector– Brad Langsather, Presenter

- **Current Situation**

- There currently is no designated trail route from the east end of Eddye McClure West trail to the Upper Arrowroot Trailhead parking area and/or the Entertainment Trail connector route. Therefore, at present, Eddye McClure West is essentially a dead-end trail for those users that do not want to use the Arrowroot Road to loop or continue to Eddye McClure East. A new trail here would provide users with numerous loop options that access the upper reaches of Mt Ascension.

- **Recommendation**

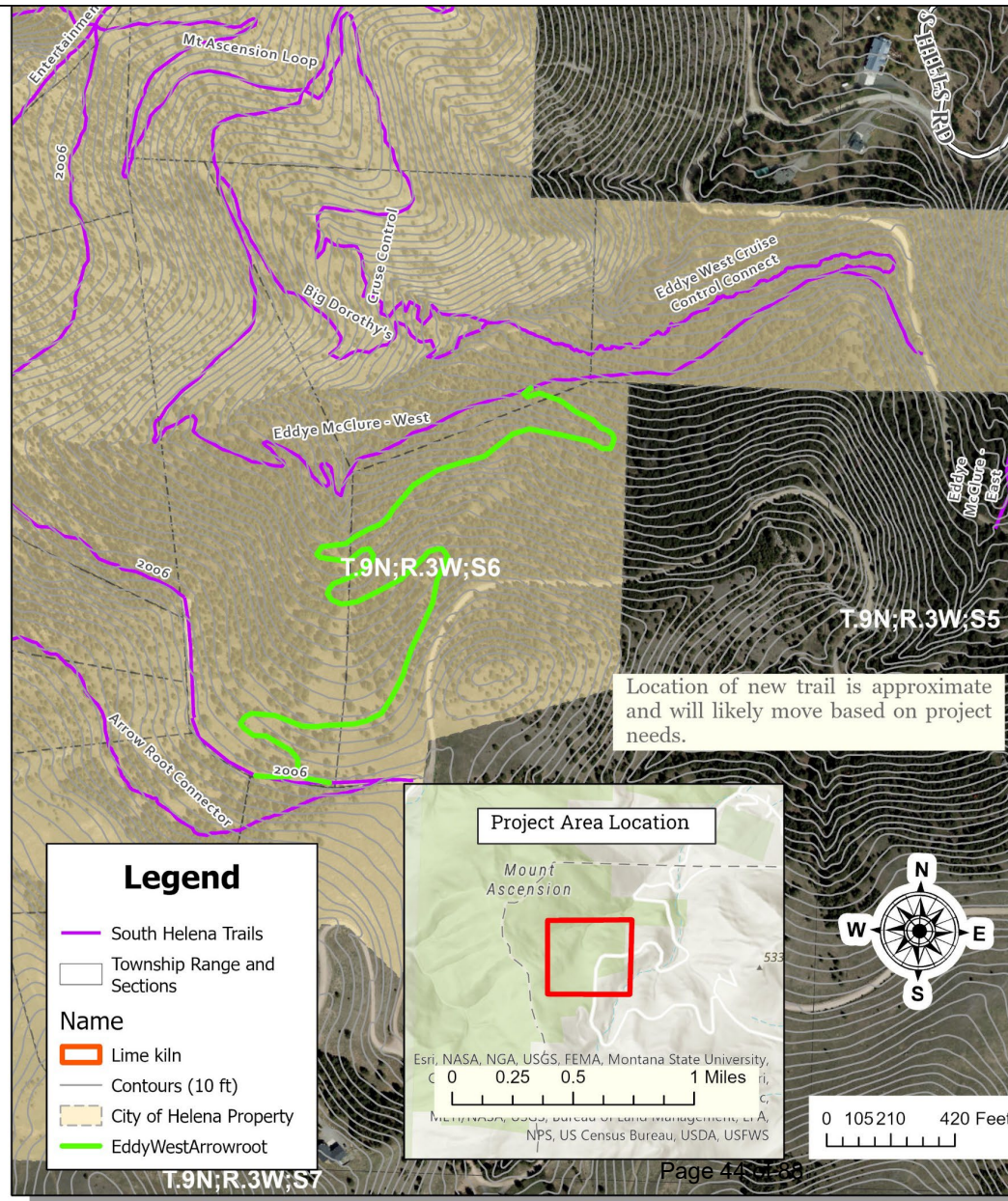
- City Staff recommends a mellow grade trail from the eastern end of Eddye McClure West to the Arrowroot Trailhead.

- **Estimated Budget**

- \$ 16000(New trail construction)

- SEE EXHIBIT “I”

Eddy McClure West & Arrowroot Connector - EXHIBIT I



PUBLIC COMMENT SUBMITTED TO BE HEARD HELENA

Signup Form Q1 (Username (what you put here will show up publicly in any comments you make))		
Responded at	Signup Form Q2 (Email)	Q1 (Please submit your comment(s) for the recommended Open Lands projects here:)
2024-12-11 10:35: s	dillonkey92@gmail.com	<p>1. Trailhead Parking Area Use Hours - Fine by me, but no gates.</p> <p>2. Lower Arrowroot Trailhead Parking Area - Great idea to provide a safer road</p> <p>3. Prickly Pear Reroute (From Beattie TH) - Build trails correctly the first time and we don't have to waste money on rebuilds</p> <p>4. Diehl Dr Redesign - Rocks are OK. Quit turning trails into sidewalks. Waste of money.</p> <p>5. Lime Kiln Connector Trails - Great for road safety, but really worth \$4000? Maybe not.</p> <p>6. Mount Helena Restroom Trail - It's a restroom. People will straight line to it and ignore new trail. Waste of money.</p> <p>7. Northwest Passage & Ambrose Connector - Sure, why not</p> <p>8. Meatloaf Area Trail Redesign - These are neighborhood trails and heavily frequented by game. Game trails will always exist. Waste of money.</p> <p>9. 2006 Trail Redesign and Switchback Construction - Bikers want singletrack single. Hikers like to walk side by side and not get their feet dirty. Lets be clear who causes this widening.</p> <p>10. Eddyie West and Arrowroot Trailhead Connector - Great idea, just be sure to build a TRAIL, not another sidewalk.</p>
2024-12-11 18:40: Christine W	christineweaver@bresnan.net	<p>Nature Park is a valuable outdoor resource for me, is this area eligible? I notice a fair amount of dog poop and wondered if poop bag dispensers could be erected on the three ends of the pavement, as well as garbage on the Montana Ave side (there is garbage on the other two ends).</p> <p>The proposed projects will continue to improve our public lands. The continued investment in our open lands is extremely important and appreciated. Being an avid trail user, the biggest challenge in the proposed projects is the Beattie St Trail. I believe that by making it more direct, as proposed, will hopefully encourage users to stay on the trail. I would propose educational signage about staying on the trail, protecting our wild flowers in that area etc. Thank you for all your hard work.</p>
2024-12-12 08:03: LaNette	lanettediaz@gmail.com	
2024-12-20 08:44: KevinLeague	kevinleague@gmail.com	<p>Please include the Deford TH for night closure. There are constant late night drug and alcohol abuse and vandalization of city property.</p> <p>I do not see the need to make changes to the 2006 trail. Longer switchbacks could encourage more shortcutting. I have seen that in many areas where the switchbacks are long and tight.</p> <p>The new trail connecting eddy east with the upper lime kiln parking area is a good idea.</p> <p>General comment: switch back designs have been too tight and excessive in flat terrain. Please consider fewer switchbacks and when needed use a wider radius.</p> <p>General Comment: social trails should be considered for incorporation into the system rather than removal. A social trail is telling us that people like to go a certain way and it should be incorporated into the system. Public outreach should occur before any social trail closure.</p> <p>I support the projects proposed in the Open Lands Major Projects.</p> <p>Our trail users do a great job of sharing our trails with a variety of user groups. These proposed projects will allow us to continue the positive trail culture, despite trail use increasing.</p> <p>I'm so happy to see proposals that include new trails and trail reroutes, rather than limiting trails to certain user groups.</p>
2024-12-30 20:57: mculpo	mattculpo@msn.com	
2025-01-26 10:58: Erin Madison	madison.erin@gmail.com	<p>Do not close our trailheads and parks by criminalizing using them from 11 pm to 5 am, wasting \$2,000 of city taxpayer dollars in the process. Isolated incidents should not be an excuse to criminalize park use. Many users go to trailheads and parks to view the night sky past the abritray 11 pm deadline suggested and others are early risers hitting parks and trailheads before 5 am.</p> <p>If anything, post signs noting that vandalism is a crime and the accompanying criminal penalties and fines associated with the damage. The city police do not have the staff nor financial resources to patrol trailheads and parks between 11 pm and 5 am either.</p> <p>Keep our trailheads and parks open, and don't criminalize their use.</p>
2025-01-30 15:20: Jayson O'Neill	jaysononeill@gmail.com	<p>Dear Helena Parks & Recreation and Open Lands staff,</p> <p>I am writing in support of the proposed improvements for the Helena Open Lands major projects in 2025. Specifically the Eddyie McClure West-Arrowroot connector trail, Going EZ trail, and Meatloaf Hill trails redesign. The proposed improvements will make it easier to access the trails, improve parking, and make it easier to complete hikes in a loop. Upgrading the trails will also cut down on pirate trails, decrease erosion, and allow the forest to be restored where it has been tore up by social trails. Thank you for your time and consideration of public comment. I enjoy all of the trails around Helena and am looking forward to seeing these improvements.</p>
2025-02-10 14:00: Abby	abigailhunthausen@gmail.com	<p>Happy trails, Abby</p>

From: [Kevin League](#)
To: [ParksAndRec](#); [Cedar League](#)
Subject: Comment on Major Projects
Date: Wednesday, December 11, 2024 7:29:08 PM

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Hi Heather,

Is it too soon to submit comments on the upcoming major projects? If not, Cedar League and I of 650 S. Davis St. Would like to encourage adding the Deford Trailhead on South Davis, to the late night closure list? Police records will back our observations of late night parking, littering and drug and alcohol abuse.

Thank you,
Kevin



RE: Helena Open Lands Major Projects 2025 - Public Comment

From Bill H Shropshire <whshropshire@chemet.com>

Date Fri 12/20/2024 5:59 PM

To ParksAndRec <parksandrec@helenamt.gov>

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Good work, Parks and Rec. Thank you for what you do.

Bill H. Shropshire
American Chemet Corp.

From: ParksAndRec <parksandrec@helenamt.gov>

Sent: Friday, December 20, 2024 9:36 AM

Subject: Helena Open Lands Major Projects 2025 - Public Comment

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The City of Helena is gathering public comment on a proposal for Open Lands Major Projects for 2025. Comments will be accepted through January 2, 2025 and can be submitted by mail to the address below, or electronically to parksandrec@helenamt.gov or at this link: <https://beheardhelena.com/helena-open-lands-major-projects-2025>

Regards,



City of Helena Parks, Recreation and Open Lands

316 N Park Ave Room 405

Helena MT 59623

parksandrec@helenamt.gov



Outlook

Parking closures

From Dal Smilie <dalsmilie@aol.com>

Date Fri 12/20/2024 4:54 PM

To ParksAndRec <parksandrec@helenamt.gov>

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We live right next to the park, it borders two sides of our property. I see headlights of hikers/bikers on the trails at all hours. Winter or summer. And certainly before 5:00am. I suppose they can park in the neighborhoods.

We and and many others have hiked after midnight on New Years, northern lights viewing times, meteor showers, full moons and more. I'll bet there were over 75 folks on top at New Years/2000.

We do understand the problems though. I've toted hundreds of pounds of broken bottles and cans off the mountain from the last 100 years of parties.

Sent from my iPad



Open lands major projects comment

From David Holien <daveholien1@gmail.com>

Date Fri 12/20/2024 4:49 PM

To ParksAndRec <parksandrec@helenamt.gov>

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I'm a big proponent of the Arrowroot to Eddy McClure West trail. This will be a great addition to the system and will allow people to walk/hike/ride on a trail rather than on Arrowroot Drive. However, I think the trail should be lengthened to tie in further down actually on Arrowroot drive. (Not in the middle of Eddy West trail) There is some public land there that could be utilized to make this new connector trail even longer. I feel like most people, especially mountain bikers, will want to pick up this new trail near the intersection of Eddy and Arrowroot, and it should then go all the way up to 2006 (as proposed.) also it looks like at the connector at 2006, the trail actually splits into two. In my opinion, this is not needed. Just have one trail (don't split it) to connect with 2006.

Thanks!

Dave Holien

Helena, Montana

406-465-6206

Sent from my iPhone

From: afiaschetti77@gmail.com
To: [ParksAndRec](#)
Subject: 2025 Major Projects
Date: Monday, December 23, 2024 10:25:11 AM

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Hello Helena Open Land Staff,

I would like to voice my support for the proposed major projects for 2025. They detail some much needed projects and improvements for the Mt Ascension and Meatloaf hills areas. Several of the projects are much needed to improve resource protection , user experience and correct past poor trail designs by the land trust. In particular the Eddy McClure West/Arrowroot connector represents some forward thinking by the city to improve access and the experience by trial users.

Happy Holidays,
Aaron Fiaschetti

From: [Robert Jeffrey](#)
To: [ParksAndRec](#); [Brad Langsather](#); [Jacob Garcin](#)
Subject: Helena Open Lands Trail Closure Proposal
Date: Monday, December 23, 2024 1:25:56 PM

Some people who received this message don't often get email from robertkjeffrey@msn.com. [Learn why this is important](#)

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To: City of Helena Parks & Recreation Staff
Re: Proposal to Close Helena Area Trailheads at Night

I am opposed to your proposal to close local Helena trailhead parking areas from 11PM to 5AM. There are legit users that park at these trailheads to enjoy moonlight hikes, especially in the summer months. IMO, this proposal is a classic example of adding new regulations instead of just dealing with the root problem. As far as I know, vandalism of city property is already a crime. A closure won't accomplish your goals because the looters that are vandalizing public property don't follow the rules and regulations to begin with.

How about installing one or two digital cellular trail cameras to monitor and record the culprits? The cameras could be rotated around from trailhead to trailhead. Their images (still or video) can be transmitted via a cellular signal in real-time directly to the Helena City Police dispatch office. Post signs at the trailheads that inform the users that video recording is in progress. Use some of our taxpayer dollars that are currently appropriated for the obnoxious street lighting districts in Helena that don't seem to be effective in stopping the vandalism of private property around town.

Submitted by a Helena homeowner and taxpayer,
Robert Jeffrey

From: [Jake Gunther](#)
To: [ParksAndRec](#)
Subject: 2025 Helena Open Lands Major Projects
Date: Thursday, January 2, 2025 10:09:22 AM

You don't often get email from jake.gunther21@gmail.com. [Learn why this is important](#)

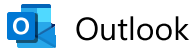
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Hello,

I am writing in support of the proposed 2025 HOL major projects. Specific comments on each project below.

- Trailhead Parking Area Use Hours - I agree this is appropriate and support adding the signs.
- Lower Arrowroot Trailhead Parking Area - this is a great idea and something that is needed in this area.
- Prickly Pear Reroute - I support a reroute that is based on a realistic expectation of where people will walk - i.e. don't include excessive switchbacks/etc that will inevitably be cut across.
- Diehl Dr Redesign - good idea
- Lime Kiln Connector Trails - good idea
- Mount Helena Restroom Trail - good idea and a much needed improvement
- NW Passage & Ambrose Connector - good idea
- Meatloaf Area Trail Redesign - good idea
- 2006 Trail Redesign and Switchback Construction - I am fine with maintaining the trail but am opposed to introducing excessive new switchbacks. Any trail reroutes should be completed with both uphill and downhill bike traffic in mind.
- Eddy McClure West & Arrowroot Connector - This is a good idea but the project should include a connection to this new junction from the bottom of Big Dorothy and Cruise Control for bikers heading back uphill.

Thanks,
Jake Gunther
1221 Chestnut St
Helena, MT 59601



Major trail projects

From byron deford <bdef123@yahoo.com>

Date Thu 12/19/2024 10:43 PM

To ParksAndRec <parksandrec@helenamt.gov>

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I want to go on record as supporting all the major trail projects proposed. I am especially fond of the proposed hours for vehicles at the trail heads.

Thank you

Byron DeFord 406-431-6295

From: [Chris Deveny](#)
To: [ParksAndRec](#)
Subject: Comments Re: 2025 Major Trail Projects
Date: Friday, December 27, 2024 2:27:36 PM

You don't often get email from cmdeveny7@gmail.com. [Learn why this is important](#)

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Please consider my comments below regarding your recommendations for the 2025 Major Trail Projects on our open space lands. I was unable to attend your open house.

1. I strongly support the recommendation for fixing the mess on the Prickly Pear trail starting at the Beattie Street Trailhead and feel this should be the priority project. The resource damage here from users widening and cutting switchbacks is unacceptable. However, please extend this rehabilitation work another 100 yards further up the Pay Dirt trail where additional switchback cutting and user created trails have occurred. I also suggest placing large educational signs at the trailhead warning users to not cut corners and switchbacks and why.

2. I am concerned that the trail density on Mount Ascension is already too high and, therefore, do not support the addition of a new trail connecting Eddye McClure West to Upper Arrowroot and or the Entertainment Trail Connector. Riders already have the option to go to Eddye McClure East or loop back on the road. This was what was ultimately agreed to when the "Bike Skills" Directional Trail was punched in without public input several years ago.

Thank you for your work with Helena's trail system.

Ms. Chris Deveny
2nd Street, Helena

From: eric@montanabicycleguild.org
To: [ParksAndRec](#)
Subject: Comments on Helena Open Lands Major Projects 2025
Date: Thursday, January 2, 2025 1:57:56 PM

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Dear Parks & Recreation staff-

The Montana Bicycle Guild (MBG) has reviewed the projects proposed by Helena Open Lands for 2025.

General comments:

- The projects are well-presented and cover a broad spectrum of issues that present opportunities for improvement.
- We applaud the city's efforts to develop a more robust open lands program with internal capacity for trail construction and maintenance.
- We appreciate the city's ongoing efforts to improve the HOL estate and the experiences it offers.
- Reduction of social trail braids is welcomed, both to reduce resource impacts and potential for confusion in navigation.
- Improvement and addition of parking areas is needed. In addition to helping meet current needs more safely, additional parking may help disperse use across the South Hills.
- MBG would not support nighttime closures of the open lands as many of our members enjoy recreating after dark. However, the proposed evening closures of the identified parking areas seems to be a good compromise that should help address the concerns presented to the city.
- The MBG supports all the projects as presented.

We wish to express particular support for the 2006 trail redesign and the Eddy West – Arrowroot connection. We have voiced support for these concepts in the past and are pleased to see them incorporated into the 2025 plan. MBG volunteers may be available to help with these (and other) projects.

Finally, we would like to suggest an additional project for consideration. We propose a trail running from the ridgeline south of Mount Ascension (where the 2006 trail follows old doubletrack) down the east side of Mount Ascension to the junction with Eddy McClure West and Big Dorothy (or thereabouts). This trail would provide a new loop opportunity on the east side of the park, particularly in combination with the proposed low-angle connector. This trail would be very welcomed by the mountain bike community as a superior route to access the directional trails on Mount Ascension. It would likely have the effect of reducing mountain bike use descending Eddy West. Although we anticipate frequent mountain bike use of such a trail, we make no management recommendation. The landscape is open enough that sightlines would be good, and multiple use would likely be appropriate. Regardless of use designation, we propose that such a trail incorporate landscape

features into optional trail features as appropriate.

Thank you for the opportunity to comment.

Eric Sivers, President

eric@montanabicycleguild.org | 406.202.0879



P.O. Box 1259, Helena, MT 59624

montanabicycleguild.org

© Montana Bicycle Guild, Inc.

Doug Habermann
1016 11th Avenue
Helena, MT 59601

January 2, 2024,

To the City of Helena Parks and Recreation Department and Open Lands Division,

I would like to express my support for and to make comments on the City of Helena Open Lands Proposed Major Projects 2025. I thank Brad Langsather, Tyler Wock and Heather Kahler for the public open house on December 18, 2024 regarding these projects and the opportunity to have further comment. Their presentations clearly outlined the reasoning behind and the need for the proposed projects. Our trail system and open lands management is professional and effective as shown by the high quality resource in our extended back yard. Since the meeting, I have had a chance to look at nearly all the projects on the ground and have these additional comments to add.

The mix of proposals reflects a maturing system with one management action, five realignment and maintenance actions, one new trailhead, one creating a trail parallel to a roadway, and two new trails. With approval of these projects, staff will be able to move forward in applying for grants such as the Montana State Trails Program. The amount of funding coming from successful grant applications is another positive aspect of our Open Lands Division and Parks Department. Grants are a significant part of their budget and many of these projects will be funded by grants and not by taxes.

These are my comments for specific projects.

Trailhead use hours. A good approach to reduce vandalism. Will need the support of the police department to be successful.

Lower Arrowroot Trailhead parking area. This is a really good idea from a safety standpoint with additional benefit in management and spreading use. It will require some serious design and engineering work. There appears to be a feasible route to relocate the McClure-road intersection uphill resulting in a straight-forward crossing and probably the best location for parking/trailhead. This would eliminate the on road segment between the two trail sections which would reduce vehicle/recreationist interactions. I hope this project will include wayfaring, trail crossing and trailhead signage. Establishing parking areas where vehicle limits can be defined will give us another tool in the future.

This project is connected literally to the Eddye West/Arrowroot connector and, in concert, will bring positive improvement to this part of the trail system. It may attract more mountain bike use by allowing direct access to the downhill tracts of Big Dorothy and Cruse Control from Arrowroot trailhead. MTB use on the section of Arrowroot Drive between the trailhead and the McClure/Road intersection may increase as riders use it to make a loop. Arrowroot Drive here is a relatively lightly used piece of gravel road with no residences on it and access by Martinez Gulch Road to residences to the east. I would suggest that the trail leave the 2006 trail where the old road turns into single trail and connect to the west end of Eddye McClure West near the big gully. I have attached a map with a suggested route. This would allow more direct connection to Big Dorothy and Cruse Control and create a great walking loop route with 2006 and the Mt Ascension Loop.

The Diehl Drive Trail Redesign will be an improvement to this old trail by reducing grade and improving drainage. It will move the trail away from a close neighbor and users may have less sight contacts with each other, improving the trail visual experience. Eliminating the steep pioneered trails and the trail location makes sense, particularly the uppermost connector.

Likewise, with the Prickly Pear reroute, Meatloaf Hill redesign, and the 2006 Switchback reconstruction – good improvements and needed maintenance for a maturing trail system. I observed a lot of the trails slated for reconstruction have plenty of room to be moved uphill onto the cut as they have migrated downhill over time. Care should be taken to retain the diversity and character of each trail and to not have a one width fits all approach. That is a far better way to encourage self-selection for different types of users – a trail might be very rocky and not as good for MTB's and remain primarily a walking trail. Wide, open trails cater more to MTB's and they are expected and seeable there. Providing a spectrum of trail experiences supports future use restrictions, if and when they are needed.

The Northwest Passage & Ambrose connector, as stated in the project description, will increase connectivity and provide for a good spectrum of grade challenge opportunities – slow or fast climbs. This connector would also allow for quicker firefighter access above Helena. Luckily, good fuels reduction actions in this area have and will reduce fire danger.

The Mount Helena Restroom Trail is a relatively easy and small solution to heavy use at this site. I would repeat my suggestion to create a walkway along the parking area above the outhouse, move the boulders further out onto the asphalt, or build up and gravel, something to allow folks to move horizontally to where ever the trail is. There were some other ideas offered at the meeting, consider them as well, this is a good proposal.

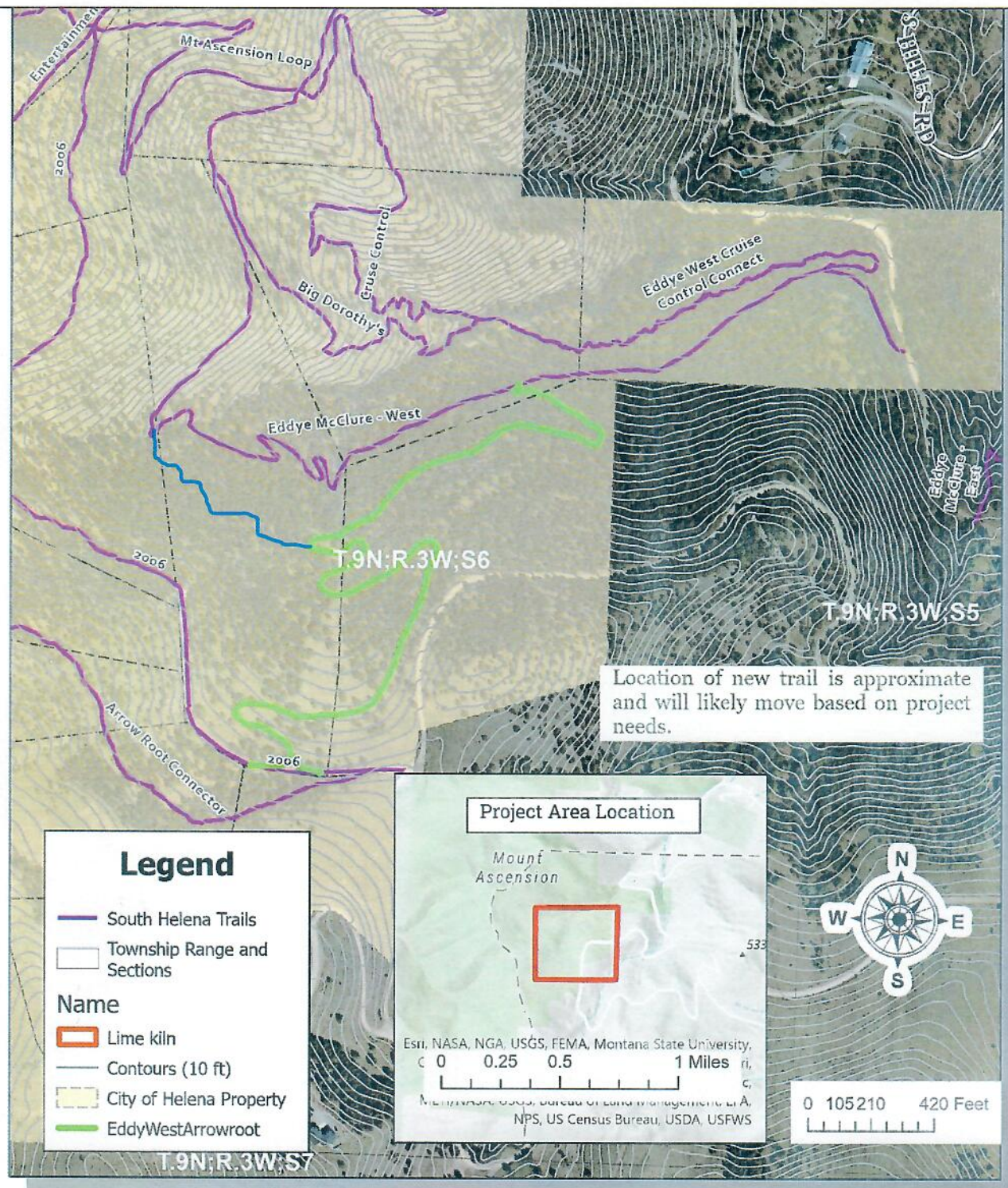
The Lime Kiln connector trails will improve trail experience and increase safety for trail users and vehicles alike. It appears some folks have already pioneered a route here. It would be good to include trail crossing signage and even a painted crosswalk to provide a seamless link between our trails and sidewalk system.

I very much as in support of these projects. At the meeting, there were several questions about public input opportunity and how would that be gathered now with the dissolution of the HOLMAC. These are valid concerns and trail users and citizens are rightfully interested in what is happening on their trails and open lands. It sounded like there will further opportunity for citizen involvement as projects move forward with funding for design and construction. This is a good thing as it builds community ownership, support for and trust in the sound management that we benefit from. It underscores the advantage of the Park Board having a public interest role in Open Land and Trails. It would be good to revisit the “Helena Open Lands Public Involvement Process for Recreation” document now that HOLMAC has been dissolved.

I will also be proposing that the Park Board be briefed on what input has been received, how the projects may have been modified and schedule for Commission approval at our next Park Board meeting on February 5. Depending on the desires of the board, we may provide support or comments in our capacity as advisors to the Department and Commission. I look forward to supporting these projects through their commission approval, design and construction phases, and, most of all, to use and enjoy them!

Doug Habermann

Eddy McClure West & Arrowroot Connector - EXHIBIT I



From: [Elisa](#)
To: [ParksAndRec](#)
Subject: Helena parks and rec trail plan
Date: Friday, January 3, 2025 8:48:05 AM

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Hello-

I want to express my support for the Helena parks and recreation trail plan and proposed maintenance of the trails, particularly on meatloaf hill and mount ascension.

I appreciate the city's commitment to the trail system in Helena. The continued maintence and growth of the trails is beneficial for all.

Sincerely,
Elisa Fiaschetti

Sent from my iPhone

From: [Brad Langsather](#)
To: [Heather Kahler](#)
Subject: FW: Open Lands projects for 2025
Date: Thursday, January 30, 2025 10:41:22 AM
Attachments: [image002.png](#)
[image003.png](#)



Brad Langsather
Open Lands Manager
(406) 447-8454 | blangsather@helenamt.gov



From: Tom Kilmer <tom.montana.2011@gmail.com>
Sent: Tuesday, January 28, 2025 5:12 PM
To: Brad Langsather <blangsather@helenamt.gov>
Subject: Open Lands projects for 2025

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Hello:

Here are a few comments regarding Open Lands projects and management for 2025.

1. No new parking lots please. Why? Global Warming and traffic congestion in Helena.

No parking lot "Improvements" ie : paving, signage, enlargements..

Please encourage people to walk or bike to the trailheads or to just take a walk or bike ride in their neighborhood.

2. No additional trails on Mount Ascension or Mount Helena. Why? Trail density is excessive already.

3. Nighttime closure at Trailheads. I understand a proposed time for closure at the Dry Gulch trailhead is 11pm.

That is a good idea. But make it better. Close that trailhead and all trailheads with parking lots at 10pm.

4. Please consider a user fee for out of county and out of state Open Lands users. A recreation permit similar to what the State of Montana requires now is an excellent idea. Helena and Lewis and Clark County taxpayers are subsidizing all other users. Open Lands are not free.

That is all.

Thanks.

Thomas R. Kilmer
621 2nd Street

To: City of Helena Parks, Recreation and Open Lands Departments
Re: Draft Proposed Major Projects – City Recommendations
Date: January 2, 2025
Tony Jewett – 500 Diehl Dr., Helena

I submit these comments in response to the recent draft open lands, major projects work plan released by the Helena Parks, Recreation and Open Lands Department.

I would like to thank the Department for launching the public engagement process that many of us worked on diligently several years ago in a citizen led effort to bring a greater level of transparency to the city's open lands management and planning process. The crafting of the public engagement rules that emerged through the effort was a long and highly engaged process that in the end provided a structured, tiered outlet for interested Helena citizens to participate and comment on proposed projects, offer thoughts, ideas and alternatives and be a part of the planning and operational future affecting our open lands. As a participant in that process, it has been a disappointment that the public process has been largely neglected and closed in the recent intervening years – to my knowledge.

I recently attended the city's public hearing on the current draft plan. I was surprised to hear that the Helena Open Lands Advisory Committee (HOLMAC) has been disbanded and that it's functions are apparently now under the umbrella of the City-County Consolidated Parks Board (a separate board). In that meeting the city Open Lands Manager, when questioned about the status of HOLMAC, characterized this city board, and I paraphrase here, as not an 'official entity', duplicative and one whose functions could be folded into another citizen board. To make sure the record and the history is not arbitrarily rewritten, HOLMAC was formally institutionalized by virtue of its inclusion in the Helena Open Lands Management Plan, Final, adopted by the city commission on February 23rd, 2004. HOLMAC. Its duties, make-up and purpose can be found in Section 1.3.2. HOLMAC also has a set of adopted by-laws that govern its work and formalize its presence as a city approved and adopted citizen body providing important feedback and guidance on Open Lands to the Department and the city as a whole. I would ask that there be explanation of the decision to disband HOLMAC, accompanied by a justification for folding its duties within the City-County Consolidated Parks Board – an entity with a wide umbrella of functions and without the singular attention or expertise to address the vastly important open lands of our city.

Please accept the following comments on the current draft Open Lands Major Projects plan:

1. Focus on Trail Rehabilitation: it is encouraging to see the amount of time and resources the city is putting into rehabbing Helena's badly deteriorating trails. That acknowledged, it is doubtful that the city will be able to keep up with the pace of this expanding deterioration, which is largely a function of overuse and misuse in recent years. With Helena's current growth and expansion, which will not stop in the years ahead, these lands and trails are under increasing use and decay. Their functional integrity is becoming imperiled in many areas across the system. As such I would recommend that the city shift funds away from trail building projects for the time being and refocus those resources to further and expand trail repair
2. Trail Etiquette/Trail User Behavior: Several years ago, as a result of a vocal and highly engaged public asking for it, the city – in partnership with Prickly Pear Land Trust – launched a multi-layered Trail Etiquette program. This program was designed to more broadly inform and educate trail users of the rules and etiquette that govern use of our open space and pathway system. The program was designed to 'spread the word', stimulate a greater awareness of and support for proper trail usage, and replace the increase of user conflict that was mushrooming with a more congenial culture among trail users. This effort seems to have largely gone by the wayside, despite the fact that it was a consensus priority of all represented trail users who spent months engaged in the planning discussions. Many of the issues we currently are having with our open lands – social trails, users not yielding to other users on the trails, people not picking up after their pets, open conflict between users, etc . are a function – at least in part - of an unaware and uninformed public. I would request that the city reallocate resources away from more construction on our open space and place those resources into an enhanced trail etiquette/behavior program that reaches out consistently and deeply to the trail public. A more robust effort would undoubtedly pay major dividends on all aspects of trail management and usage, as well as likely forestall and blunt the deteriorating trail conditions.
3. Bompart/Diehl Drive Redesign: I am pleased to see that the city is planning to do major rehabilitation to this area. I have hiked Bompart Hill for well over 20 years, and in that space of time have witnessed the excessive establishment of 'social trails' on all sides of the hill. I would suggest that the city begin its rehab work by erasing the social trails that have been established directly from the houses on the north side up onto the existing and approved trails (and talking to the residents who are part and parcel of the illegal constructing of those trails) as it tackles the ones listed in the plan.

In regards to this draft city recommendation for Bompart, I would further request that the city not go through with its intended plan of obliterating the

- existing switchbacks off of Diehl. The justification for the proposed re-route is, frankly, not accurate. Those switchbacks have remained largely stable in terms of erosion, high banking, etc. in the 20+ years that I have walked them. Today they look virtually the same as they did 20 years ago, while the rest of Bompart is a maze of unauthorized, illegal trails. The hillside on which the switchbacks climb annually has one of the finest wildflower blooms on Helena's open space lands. To blade a new trail in that area is not only not needed, but it would lead to the ability of bike users to gain greater speed on that section as it is being proposed, posing a potential danger to other users and resulting in probable high banking and further erosion.
4. North Side of Mt Helena: Anyone using the trails on the north side of Mt Helena (Tubbs trailhead) is aware of the increasing and rapid deterioration of major sections of the trail system there – led by a mish mash of unauthorized trails, many of which head straight downhill, cut switchbacks, and create high banks on turns. Whereas a number of the plan's recommendations justifiably seek to address some of these problems, the extent of the city's proposed investment on this area fails to match the extent of the damage. My suggestion is to refocus some of the dollars currently allocated for trail expansion on this north side and put it into trail rehab – with a focus on emerging 'social trails' that are good candidates for successful rehabilitation because progress can be made before those social trails reach a 'tipping' point.
 5. Trail Tours – a Suggestion: In looking through the draft plan I was struck by how valuable it would be for the Department to sponsor a series of public field tours as it goes through the development of that plan and composes its recommendations. It is inherently difficult for members of the general public to fully grasp the details and thoughts of the Department and their project recommendations without having an opportunity to be 'on the ground', and especially when the draft is released to the public in the winter months when trail conditions are not conducive normally to outdoor analysis and site visits. Tours of the interested public stakeholders along with staff would afford valuable interchanges and discussions. As a recommendation, those tours could be conducted during the summer/early fall when city staff are beginning the process of compiling their proposed work plan.

Again, thank you for the opportunity to comment on the proposed plan. I hope my comments are useful and taken seriously in moving forward on the plans next draft and eventual adoption.

Sincerely,

Tony Jewett
500 Diehl Drive
Helena 59601
Tonyjewett1@gmail.com
(406) 431-8408

From: [Brad Langsather](#)
To: [Douglas Smith](#)
Cc: [Heather Kahler](#)
Subject: FW: Davis Gulch improvements
Date: Monday, January 27, 2025 2:08:50 PM
Attachments: [image002.png](#)
[image003.png](#)



Brad Langsather
Open Lands Manager
(406) 447-8454 | blangsather@helenamt.gov



From: Rob Freistadt <rffreistadt@gmail.com>
Sent: Monday, January 27, 2025 1:35 PM
To: Brad Langsather <blangsather@helenamt.gov>; citycommission@helenamt.gov
Subject: Davis Gulch improvements

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brad and commissioners, having read the open space improvement plan for the upcoming year, I'm wondering where the improvements to Davis Gulch trails are.

Several years ago, you had talked of improving the surface of the DeFord Trail, but other than creating an expanded bicycle skills course, nothing has actually changed on the trail itself. Getting some of the bicycles off the actual trail and onto the bicycle trail has been a great improvement.

Also, there was considerable effort made in improving the upper DeFord Trail and building rest facilities at the Old Shooting Range. However, with the increasing traffic on Davis, dust in this area makes the DeFord Trail undesirable to use especially in the evening hours. This trail would be a likely spot for family picnics if tables were provided in the area, but not at all enticing when there's so much dust in the area created by the dirt road. Is there any way of working with the Transportation Department to use recycled asphalt from other road projects in the area to more permanently solve the dust problems that have plagued Davis Gulch for many years and have increased each year as this area receives more traffic?

Thank you for looking into this.

--

Rob Freistadt

507 First Street
Helena, Montana 59601
(406)443-1054

From: [Brad Robinson](#)
To: [ParksAndRec](#)
Subject: Open Lands Major Project comment
Date: Wednesday, February 12, 2025 3:40:34 PM

You don't often get email from blogtana@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have a couple of points that I would like to make regarding the Open Lands Major Projects plan as presented.

First, I am supportive of any and all 'social trail' removal and remediation. But I would like to be assured that the old trails would be properly obliterated the way many of the trails in the Le Petit Pass, OGR, Seven Sisters, and Northwest Passage area were managed in the late fall of last year. I would not like to see the trails in the plan simply widened to absorb social trails. I enjoyed seeing and thanking your staff when I saw them working to obliterate and reclaim the social trails.

As an aside to the proposed plan, but germane in my mind, I want to share this observation. During 2024 I walked every named trail in the system, minus the smaller neighborhood feeder trails. I logged over 1,000 miles in the south hills. The corner cutting, which often leads to social re-routing happens system-wide, is worse closer to any given trailhead, but the very worst that I saw this year was above the Tubb's trailhead following the use of motorized weed mitigation crews.

Once the crews blazed the trails straight uphill, hundreds of walkers and bikers simply followed suit and, with every passing person or bike, the new trail became more obvious and more attractive to certain users.

I am strenuously opposed to any continued use of motorized resource management on Mount Helena, Mount Ascension, Wakina Sky, or Rodney Ridge. I found and recorded many instances of four-wheeler damage to the trails, grasses, forbs, shrubs, and even small trees during my trail walking. I tagged the Mayor's office and Parks and Rec is several images posted to social media asking for feedback, but heard nothing. Parks and Rec should return to walk-in management of the resource.

It seems to me to be a bad choice to use motorized crews to mitigate weeds, then follow up with spending taxpayers dollars to fix the damage caused by people following what look like established trails.

Second, I am in support of adding new trails to the system that work provide better access and improved user experiences, but obviously existing easements, the patchwork of land ownership that exists around Helena, and user density issues should be worked out before committing to a plan and setting a budget. I would want to be assured that all of these foundational issues have been addressed properly in each new trail plan.

Third, I oppose closing trailheads overnight for several reasons. As has been stated in other public comment, there are people who use the trails early and late for legitimate purposes. One park in the system already suffers from a daily closure, Northwest Park during school hours. This closure causes people to simply park on the side of the road if they want to use the park.

The signs in the parking lot at NorthWest say that vehicles not belonging to park patrons will be ticketed, etc., but they are not. Instead, those of us who like to use that park between 5 and 6am, are simply unable to do so without parking illegally along the main road or using the High School parking lot.

I believe the same thing will happen at each of the closure-proposed trailheads. A mishmash of parked cars at a locked gate is going to cause no end of trouble in the event an emergency or Parks and Rec vehicle needs to get through. Closing the trailheads will make emergency access much more problematic.

The budget for this aspect of the plan only lists signage, but I have to believe that staff-time will also be an expense. At the very least, I would like to see an estimate of monthly hours that would be dedicated to the daily task of opening and closing the gates.

Lastly, I doubt that the Parks and Rec personnel are going to quickly and successfully confront inappropriate users and get them to move along so the gates can be locked. I suspect a police presence will often be required.

Which leads me to what I feel is the proper solution; increased evening and overnight patrolling by our law enforcement officers, whose stated mission indicates they are "...dedicated to providing our community with professional law enforcement services through equitable enforcement of the law, continued professional development, and respect for the needs of our citizens."

Helena Parks and Rec does not post a mission statement on their webpage, but I doubt that it would include 'confronting ne'er do wells, vandals, and unhoused people sleeping in cars.' A well trained, compassionate police force such as we have in Helena, increasing their presence in known hotspots, is likely to serve the greater

good in a greater capacity.

Thank you for allowing me to comment, and keep up the good work- Helena is Montana's last best place to live, work, and play in no small part because of our proximity to Montanas best urban trail system and the long-term dedication that Parks and Rec and the US Forest Service, working with local conservation groups, have done to create, maintain, and improve our access to the open lands that surround us.

Brad Robinson
HelenaOutdoors.com
Helena, Montana



Friday, February 14, 2025

To City of Helena re Open Land and Trails,

Thank you for providing a second opportunity to attend an open house and make comments on these major projects. We were unable to attend the first open house due to a conflicting board meeting.

Congratulations on an ambitious slate of major projects. It is encouraging to see the City's trail building and maintenance program maturing. Given the land trust's role since 1996 in donating land to expand, and staff time to maintaining lands and trails over the years, we will continue to offer our expertise and labor to help Helena's Open Lands trail system be the best it can be.

Prickly Pear Land Trust, now in its 30th year, directly participated in the protection and donation to the City and USFS of over 1,300 acres of land in Helena's South Hills. This includes the majority of Mount Ascension, a significant portion of Mount Helena as well as Forest Service lands further south. For most of those 30 years PPLT was the primary trails maintenance and implementation partner of the city of Helena and the Helena-Lewis & Clark National Forest. Since 2023 the city has been responsible for the entirety of the trail management on city lands. In that time PPLT has expanded its partnership with other public land managers and taken on a robust, regional parks program. PPLT now stewards over 500 acres of parkland between Helena and East Helena. We have grown and staffed ourselves to address the increased recreational responsibilities in addition to being prepared to assist communities we serve. As such, we remain committed to supporting this trail system in service to the Helena community. PPLT is open to explore a private-public partnership where PPLT can provide on the ground assistance as well as community goodwill for the South Hills trails system. We recognize that the needs and organizational structure of 2025 are different than they were 20, 10, or even 5 years ago. We see the challenges ahead and we are committed to adapting our partnership to meet the needs of this community.

PPLT strives to participate, as able, in regional recreational planning opportunities. We believe that land managers are better served through the thoughtful participation of its constituents and partners. As such, PPLT submits the following comments which are intended to be constructive and informative to city staff:

1. Regarding the public process. The public process remains somewhat confusing and we encourage the City to continue to improve and be transparent on the existing process.
 - a. The public process that was approved in 2020 was an annual one that would begin in September each year. It appears that that has been modified. What will



the public process look like going forward? Annual or bi-annual? Will it remain a December/January process?

- b. In the future we encourage the city to schedule open houses and comment periods at an earlier time than directly before Christmas break. PPLT, like many others, was unable to participate in the open house or put together comments due to the timing of that process. It surely contributed to the fact that only 18 comments were submitted during the initial comment period. The second open house and comment period is welcome. We hope it comes with increased participation.
- c. There are some inconsistencies in the updated documentation that was shared in advance of the second open house.
 - i. The Environmental Analysis (EA) forms reference the completion of a 30-day public comment period but, as far as we can tell, it appears the initial comment period was 15 days (December 18 - January 2). Is it correct that the 30-day period referenced is actually two 15-day periods that together total 30 days? If so, then it is confusing that the EAs reference the completed comment period rather than acknowledging it as an ongoing process.
 - ii. The EAs also reference that the “vast majority of the comments were positive” and, while this appears to be true, with only 18 comments received at the close of the initial deadline, we hope that the city factors in any additional comments received for a more representative sampling. How will the EAs and project specifics be updated following the 2nd comment period?
 - iii. Separately, we encourage the city to set robust goals in terms of the feedback they would like to see during comment periods such as these. Please lean on PPLT and other local recreational groups to spread the word in the future. We could have helped spread the word to drive up participation and, hopefully, reduce the number of people who feel that they were not involved in the process, as we have seen in past projects. For example, PPLT recently put together a trail survey and garnered over 850 participants. If we work together we can magnify the city’s reach.
- d. We are glad to hear that there is still an avenue for the public to engage on open lands issues. Brad Langsather mentioned quarterly report outs at the consolidated parks board meetings. Can the City provide clarity as to what months those Open Lands sessions will be? While comment periods like this one are great for trail feedback, there are a number of other open lands issues (weeds, fuels and timber work, signage, etc.) that are deserving of public input. We encourage the city to restart the HOLMAC committee and bring back a more direct line of communication between the open lands program and the public.
- e. It appears that between the first and second open house a couple projects were removed and a few others added. Brad indicated the reasons for that at the open



house but we think it would be a best practice to articulate those changes in any communications that go out. If one had not attended the open house there would be no way to know the difference without comparing the two open house project packets. Additionally, we think it would be good to see city staff logic behind the adoption of the projects that came from the public. It would be good to know who in the community is proposing these projects - neighborhoods, individuals, groups, etc. Will these new projects that were not a part of the original proposals have an extended comment period as they are only subject to the 15 days of his second period and the requirement is 30?

- f. The timeline of construction of these projects is unclear. Are these just for 2025 or is the time horizon multiple years?

2. Regarding general trail priorities and maintenance.

- a. The South Hills present unique challenges to land managers from a trails perspective that are important to consider when making trail construction and maintenance decisions. The main footprint of the South Hills system was created as primarily an adoption of game trails and old motorized routes from when motorcycles were allowed to ride on Helena's open lands. This means that many of the trails (including many of the most popular trails!) are not built to modern trail design standards. If one were to erase the existing system from the map and start from scratch, the new system would look wholly different. This means that many existing trails require a level of maintenance above what a modern, intentionally designed system would require. Balancing the upkeep of these trails in conjunction with a growing public's use and expectation of the system is a challenge that PPLT understands entirely.

- i. Any significant trail maintenance and construction or closure projects should involve an abundance of public notice prior to work being initiated. We have seen time and time again projects that should not be controversial become so because the public felt uninformed.
- ii. Additionally, we believe that there should be an increased emphasis and commitment to trail etiquette and education in the Helena area in order to be proactive in reducing user conflict (be it, hikers, bikers, dog-walkers, etc.). We encourage the open lands program to set aside an appropriate portion of its annual budget towards trail etiquette and education.
- iii. Generally speaking, it appears that the city is utilizing mechanized construction and maintenance techniques at a far greater rate than had been typical in the past. The benefits are obvious; more dirt can be moved by less people, more efficiently than hand crews. While this is true, PPLT encourages the city to be thoughtful in the application of mechanized techniques. Beyond the higher impact and visibility of the construction, some of the risks include a changing of the South Hills trail culture and character. This system was built by locals for locals and



we believe there could be an unintentional consequence of losing some of the special connection this community has to its trail system. We encourage the city to utilize local volunteers, whether through PPLT or another local group or through city programs, to maintain trails where

possible. Additionally, mechanized use typically creates trails that are wider (30"-48") vs. hand built single track (18"-30"). This is not inherently a bad thing and, frankly, Helena's trails will naturally widen over time with increased use but, wider trails means more challenging maintenance in the future. Simply put, the wider a trail is, the harder it is to maintain. PPLT fears that, while mechanized construction is often more efficient in the short-term, we may see an increase in future maintenance costs in order to maintain these wider trails. PPLT encourages the city to be strategic and intentional when utilizing higher impact mechanized Techniques.

3. Specific Projects:

- a. Trailhead Parking Area Use Hours: PPLT recognizes the need for enforcement and understands the challenges and impacts of bad actors using trailheads inappropriately. We also know that there are small, but passionate groups of recreationists that utilize trailheads for full moon hikes or bike rides and we hope that enforcement will be limited to those creating a nuisance and not the general public.
- b. Lower Arrowroot TH and Parking Area: Before pursuing the construction of a new parking lot PPLT encourages the city to sit down with stakeholders in the Martinez Gulch/Arrowroot area to try to come up with a solution for the lost parking on the east side of Eddy McClure East. If that parking situation can be resolved there may not be a need for the city to pursue an expensive parking solution in an area where road maintenance and access is already difficult. While not a landowner in this area, PPLT holds multiple trail easements on the Eddy McClure East trail and, as a stakeholder, would like to be a part of a solution. Please include us in any meetings relating to Arrowroot parking going forward.
- c. Prickly Pear Trail Proposed Reroute: This is a great idea. PPLT and the City originally worked together to establish this trail and it is apparent that trail users of all kinds are wanting a different line on this trail. Note, that one reason contributing to the failure of these trails was the lack of vegetation or materials necessary to close down the old trail and sightlines. When the trail was originally built there was ample materials but subsequent fuels reduction projects eliminated those materials and as such, without the practical or visual barriers, the public was able to cut the switchbacks with ease. Fire protection projects in the wildland urban interface should take precedence over trails but the trail would likely have been designed differently if the limitations in materials and creation of



visual barriers were known from the start. We encourage the city to collaborate between departments on the front end to, hopefully, avoid having to redo projects like this.

- d. Diehl Dr Redesign - Smart to remove this project from the current slate. Very challenging social trail issues here.
- e. Entertainment/Ascension Loop Connector trail - This seems like a trail that will be popular with users of all types. The explanation given is a bit confusing in regards to reducing bike use on certain trails. It seems like it could displace some use but, if anything, with the increased loop opportunities in the area it would not be surprising to see an increase in use from all user groups. This is particularly true when considering the addition of the newly proposed Goin' EZ trail. Paired together, along with 2006 improvements there could be a dramatic increase in use and, therefore, maintenance and potential user conflict. Regardless, this trail will no doubt be popular, PPLT encourages the city to be intentional about how it is constructed and the impact it will have.
- f. Lime Kiln - Smart project.
- g. Mount Helena Restroom Trail - Good change to build stairs.
- h. Northwest Passage and Ambrose Connector - Great idea. Should create some additional loop potential for users.
- i. Meatloaf Hill redesign - These are great ideas. An ambitious project, as the closing down of the old trails with such a long history of public use in this area will prove a challenge and will require signage and diligent followup and maintenance once completed. The social trail adoptions are straightforward. PPLT's concern is if the public will utilize the rerouted trails or go back to their old social trails.
- j. 2006 Switchback Reconstruction - This is a great project to improve sustainability and user experience on a very popular trail. PPLT's concern is the public respecting these extended switchbacks. We would hate to see these trails get redone again in the future like the above-listed Prickly Pear trails. We encourage the city to close the old routes in a significant way and supplement with signage on the old routes in the hopes of encouraging people to utilize the new trails. Be diligent about maintaining the closures so that they don't get reopened.
- k. Goin' EZ trail - Another new project that could use a bit more explanation. The EA references a completed 30-day comment period with positive comments received but, as far as PPLT can tell, it is a new project that has not yet received public input. Similar to the above connector trail comments this trail will surely be popular and create numerous new loop opportunities for users. We believe that, coupled with the Entertainment/Loop connector trail, there may be an unintended consequence of driving up use in this area and want to encourage the city to consider the potential impacts here before initiating construction. Additionally, the proposed corridor is on fairly steep terrain and may require significant dirt moving to achieve the 40" trail width as proposed. Due to the elevation changes and wider nature of this trail it may require more than average maintenance in the



future.

Thank you for the opportunity to comment and good luck to city staff on implementing this ambitious slate of projects. As ever, PPLT remains committed to supporting successful trail projects in the South Hills and is happy to sit down with the city to discuss strengthening our public-private partnership.

Sincerely,

Nate Kopp

Program and Trails Director
Prickly Pear Land Trust

City of Helena, Montana

February 11, 2025

To:

Tim Burton, City Manager

From:

David Knoepke, Transportation Systems Director

Subject:

Transportation Systems - Consider tabled item Removal of Residential District "B" 1100 Billings Avenue

Present Situation:

Currently the 1100 Block of Billings Avenue is posted Resident Parking Only. Residents are requesting that this block have the resident district and signage removed. The petition has been signed by more than 50% of the residents that it would impact.

This district was created on September 13, 1993 with resolution # 10653.

The block is across Montana Avenue from Helena High School and in previous years was being filled up with students and nearby businesses, but the majority of residents in this area no longer feel that is an issue.

Background Information:

Currently the 1100 Block of Billings Avenue is posted Resident Parking Only. Residents are requesting that this block have the resident district and signage removed. The petition has been signed by more than 50% of the residents that it would impact.

This district was created on September 13, 1993 with resolution # 10653.

The block is across Montana Avenue from Helena High School and in previous years was being filled up with students and nearby businesses, but the majority of residents in this area no longer feel that is an issue.

Proposal/Objective:

The residents have requested by petition, the removal of the Residential Parking Only Restriction in the 1100 block of Billings Ave.

Advantage:

N/A

Notable Energy Impact:

N/A

Disadvantage:

N/A

Quasi-Judicial Item:

False

Notice of Public Hearing:

False

**Staff Recommendation/
Recommended Motion:**

Informational Item for the Commission.

RESOLUTION NO. 10653**A RESOLUTION ESTABLISHING CERTAIN STREETS IN THE
CITY OF HELENA AS A TYPE B RESIDENTIAL PARKING ZONE**

WHEREAS, the Helena City Commission, by Ordinance No. 2265, has created Residential Parking Zones wherein parking in residential zones limits non-resident parking to 2-hour periods or is restricted solely to the residents of the zone and their authorized guests; and

WHEREAS, pursuant to the aforementioned ordinance, the Helena City Commission is to officially designate certain residential parking areas as either Type A Residential Parking Zones, which limit non-resident parking in said zones to 2-hour periods, or Type B Residential Parking Zones, which limit parking in said zones solely to residents bordering the streets in the zone and to their authorized guests; and

WHEREAS, it appears to be in the best interests of the City of Helena, Montana, and the inhabitants thereof that a Type B Residential Parking Zone be established for the 1100 block of Billings Avenue between Montana Avenue and Dakota Street in Helena, Montana; and

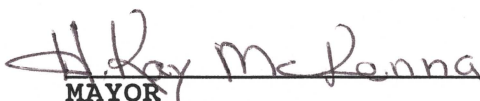
WHEREAS, a public hearing was held by the City Commission on this matter on the September 13, 1993.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

Section 1. That the Helena City Commission hereby establishes a Type B Residential Parking Zone for the 1100 block of Billings Avenue between Montana Avenue and Dakota Street in Helena, Montana.

Section 2. That the effect of this designation limits non-resident parking on the aforementioned streets solely to residents bordering the streets in the zone and to their authorized guests.

PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS 13th DAY OF September, 1993.


MAYOR

ATTEST:


CLERK OF THE COMMISSION

RESOLUTION NO. 1983

A RESOLUTION ESTABLISHING CERTAIN STREETS IN THE CITY OF HELENA AS A TYPE B RESIDENTIAL PARKING ZONE

WHEREAS, the Helena City Commissioner by Ordinance No. 1982, has created Residential Parking Zones whereby parking in residential zones limits non-resident parking to 2-hour periods or is restricted solely to the residents of the zone and their authorized guests;

WHEREAS, pursuant to the aforementioned ordinance, the Helena City Commission is to officially designate certain residential parking zones as either Type A Residential Parking Zones, which limit non-resident parking in said zones to 2-hour periods, or Type B Residential Parking Zones, which limit parking in said zones solely to residents bordering the streets in the zone and to their authorized guests; and

WHEREAS, it appears to be in the best interests of the City of Helena, Montana, and the inhabitants thereof that a Type B Residential Parking Zone be established for the 1100 block of Billings Avenue between Montana Avenue and Dakota Street in Helena, Montana;

WHEREAS, a public hearing was held by the City Commission on this matter on the September 11, 1983.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

Section 1. That the Helena City Commission hereby establishes a Type B Residential Parking Zone for the 1100 block of Billings Avenue between Montana Avenue and Dakota Street in Helena, Montana.

Section 2. That the effect of this designation limits non-resident parking on the aforementioned streets solely to residents bordering the streets in the zone and to their authorized guests.

PASSED AND APPROVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA, THIS 13th DAY OF September, 1983.


MAYOR


CITY COMMISSION

Procedure to Remove a Residential Parking District

Petition Requirements:

- Signed by no fewer than half of effected residents
- Location clearly specified on a map and described in words
- Each resident signing the petition must list the address affected and contact information
- Only one signature per household will be counted toward the 50% signature requirement

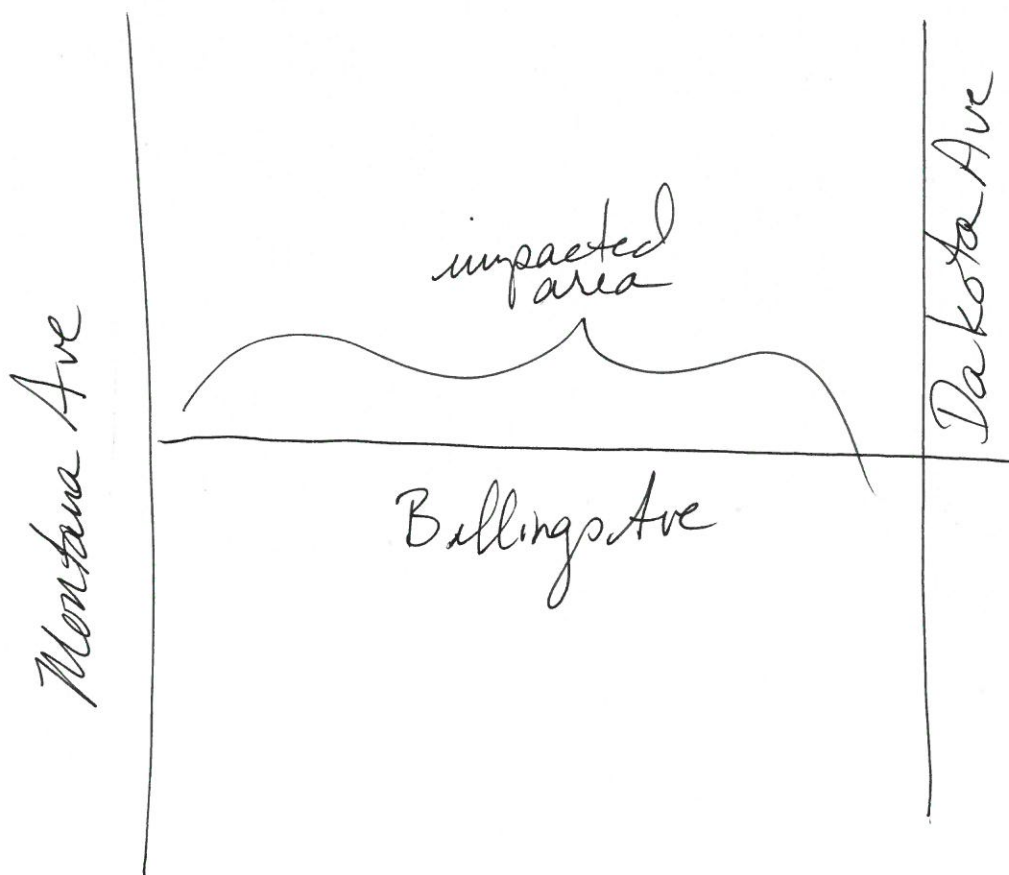
Residents of the area described below request the Helena City Commission remove the residential parking district created in resolution number 10653 - 1993 / 20071 - 2014

We understand that should the City Commission approve our request to remove the residential parking district, residents will be required to follow the established process in order to re-create a residential district in the future.










Requested area: (describe the area by block number and street name)

eleven hundred block of B. Nings Ave, b tw
Montana and Dakota Ave

Map of requested area:



Signatures collected below support removal of the residential parking district described above:

Name (Written)	Address	Contact number or email	Signature
1. MATTHEW PETTIT	1112 BILLINGS	ms.pettit@gmail.com	
2. Julie Harris	1104 BILLINGS	Julie Harris	
3. Kate Arpin	1100 BILLINGS	Kate@katearpin.com	
4. Shannon Mervick	1109 BILLINGS	mervick-shannon@notmail.com	
5. Kalia Simkins	1111 BILLINGS	406-441-7402	
6. LINDSAY BERTRAND	1115 BILLINGS	LINDSAY-A.BERTRAND@GMAIL	
7.	1117 BILLINGS		
8. Michelle	1112 Billings	Michelle.eller@gmail.com	
9. Patricia Clark	1108 Billings Ave	406 443-3989	
10. Jim Turney	1116 B. Billings	406 439 7501	

Submitted on behalf of the above-listed residents by:





Contact Name

Contact/Signature

Contact phone number and email address

Date Submitted

315-882-3146



Transportation Systems
Parking Division
225 N. Cruse Avenue
Helena, MT 59601

• Tim Nickerson, Parking Manager
• Phone: 406-447-8422
• Email: tnickerson@helenamt.gov

helenamt.gov

Wednesday, May 3, 2023

TO WHOM IT MAY CONCERN:

Enclosed is a description, and vicinity map for a Petition to remove a Residential Parking District in your area, **Please review the enclosed information, and return any written comments to the City of Helena Parking Division, 225 North Cruse Avenue, Helena MT 59601, by MAY 17, 2023.**

The Helena City Commission will hold a public hearing on **Monday, May 22, 2023 at 6:00 PM** in the Commission Chambers, Room 330 on the third floor of the City-County building, 316 North Park, Helena, Montana. Interested parties are encouraged to attend this meeting.

PROPOSAL AND PURPOSE:

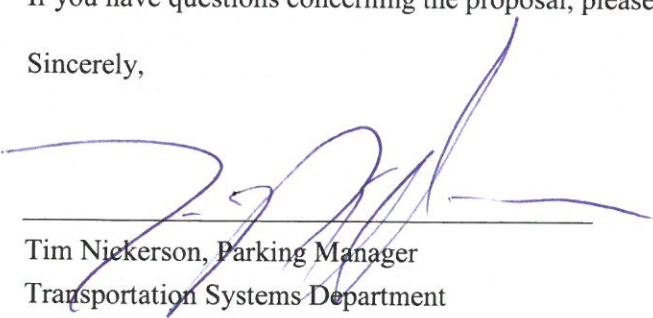
Consider a Request to Remove the Residential Parking District "B" in the 1100 block of Billings Avenue; generally located west of North Montana Avenue and east of Dakota Street in Helena, Montana.

LOCATION/LEGAL DESCRIPTION:

The Parking District is generally located west of North Montana Avenue and east of Dakota Street in Helena, Montana

If you have questions concerning the proposal, please contact the Helena Parking Division at 447-8422

Sincerely,



Tim Nickerson, Parking Manager
Transportation Systems Department
City of Helena



**Transportation Systems
Parking Division**
225 S. Cruse Avenue
Helena, MT 59601

• Tim Nickerson, Parking Manager
• Phone: 406-447-8422
• Email: tnickerson@helenamt.gov

helenamt.gov

NOTICE OF PUBLIC HEARING

The Helena City Commission will hold a public hearing at 6:00 p.m. on Monday, May 22, 2023, in the Commission Chambers, Room 330, 3rd Floor, City County Building, 316 N. Park Avenue, Helena, Montana to consider the following:

Consider a Request to Remove the Residential Parking District "B" in the 1100 block of Billings Avenue; generally located west of North Montana Avenue and east of Dakota Street in Helena, Montana.

If you have questions concerning the proposed change, please contact the City Parking Division of the Transportation Systems Department at (406) 447-8422.

Persons with disabilities requiring accommodations to participate in the city's meetings, services, programs, or activities should contact the city's ADA Coordinator, Ellie Ray, as soon as possible to allow sufficient time to arrange for the requested accommodation, at any of the following: Phone: (406) 447-8490; TTY Relay Service [1-800-253-4091](tel:1-800-253-4091) or 711; Email: citycommunitydevelopment@helenamt.gov; Mailing Address & Physical Location: 316 North Park, Avenue, Room 445, Helena, MT 59623.



Imagery ©2023 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2023 Google 50 ft

RE: Residential Parking District 1100 Block
of Billings Ave.

Dear Commissioners,

I would like to retain the
current conditions on the 1100 Block
of Billings Ave and keep the residential
parking district "B".

Sincerely,

Eric Regensburger
1104 Billings Ave
Helena, MT 59601
406-459-7740

City of Helena Parking Division

225 North Cruse Avenue

Helena, MT 59601

May 12, 2023

RE: Parking District N Dakota/Montana Ave

To who it may concern:

As residents adjacent to this district we are asking that the City Commission reject any change to the resident only parking on the 1100 block of Billings Ave. We have lived here since 1985 and the problem in the past has been the high school students parking on the street. This issue remains prescient so we ask than you do not remove the resident only parking in this case.

Thank you for your consideration.



Respectfully,

Michael and Michelle Pardis

950 N Montana Ave

Helena, MT 59601