



**HELENA OPEN LANDS MANAGEMENT
ADVISORY COMMITTEE
SUMMARY
October 20, 2020**



GENERAL MEMBERS

- Betsy Ross
- Eric Sivers
- Karen Reese
- Brian Barnes
- VACANT

CITY OF HELENA STAFF

- Brad Langsather, Open Lands Manager
- Kristi Ponozzo, Director, P & R, Open Lands
- Jennifer Schade, Recorder

CITY-COUNTY PARKS BOARD

- ~~Ross Johnson~~

HELENA CITIZENS COUNCIL

- Nick Sovner

ACTIVE PARTICIPANTS

Helena Tourism Alliance Representative

- Andrea Opitz

PPLT Representative

- Nate Kopp

TIME: October 20, 2020; 5:30 pm - 7:00 pm

Zoom Meeting Log-in Details:

<https://zoom.us/j/94063579545?pwd=b2dUWUUwbXdxXaGdRMllhYTBhcG8xUT09>

Call to Order

Welcome/Introductions/Visitors

Leon Sedlezki, Eric Grove, Rachel Harlow-Schalk (new City Manager), Angie Leprohon, Michele Webster, Matt Culpo, Jerry Wells, Lisa Bay, Claudia Clifford, Stewart Davis, Joan Miles, Tony Jewitt, Jeff Bradley, Robert Rasmussen, Nolan Fister

NOTE: HOLMAC is currently advertising two positions: Mark O’Keefe and the Helena Citizen’s Council Representative position.

Minutes Approval

- As a quorum was not present, minutes from the previous meeting could not be approved.
- Per Eric – as there is not much HOLMAC business, we can defer to the city presentation on open lands projects and comments.

HOLMAC Action Items

- None.

New Business

- Kristi welcomed members of the community to the second public meeting for Helena Open Lands.
- Kristi presented a more detailed agenda. She reminded everyone that we are still accepting comments from the public at parksandrec@helenamt.gov.

- Kristi then reviewed the meeting protocol. After each project presented, we will offer a time for questions on that project. Comment will be offered at the end of this meeting.
- She reminded everyone that this is the second step in the process. The next step will be to bring all proposed major projects and the project analysis forward at an open house in mid-November. They will then go to the City Commission for final approval in December.
- Kristi shared the Combined Trail Projects 2020-2021 which includes the city recommendations. This is the list of items that Brad will review this evening.

HISTORY - DeFord Parking Area Expansion Project – Brad Langsather, Presenter

Current Situation

- There are overflow areas at this trailhead during peak use periods.

Recommendation

- The City recommends we complete an approximately 25 feet of existing trailhead parking area.
- Level, gravel, and fence additional 100 feet x 30 feet of parking area to the southwest of the current trailhead.

Estimated Budget

- \$2,000.00 (Fencing and Gravel)

CITY RECOMMENDATION(S): Based on comments received on this project, and available resources, this project will be postponed until Parks can further analyze and evaluate, with the City Transportation and Engineering Departments, parking opportunities that will further minimize safety risks associated with recreationalists backing their vehicles into the Davis Street traffic lane. During the next year, parks staff will also monitor parking overflow to determine more specific capacity needs.

STAFF DISCUSSION:

- Per Brad – this first item is a staff-proposed item that involves the expansion of the DeFord parking area.
- Public comments regarding this project mentioned some safety concerns that staff currently knows about. However, these safety issues were also highlighted (i.e., backing into the flow of traffic on Davis street) in the comments. A Helena citizen was concerned that our proposed plan may further exacerbate the problem. Their recommendation is that the city should step back and look at other solutions. We will postpone this project. We will work with transportation and engineering departments to further analyze if there are some possible solutions where we can configure the parking in an effort to minimize risks associated with Davis Street. Over the next year, the city will monitor the overflow issues at this sight.

QUESTIONS:

- None.

HISTORY - Old Shooting Range Restroom Installation Project – Brad Langsather, Presenter

Current Situation

- There is a lack of restroom facilities and inaccessible trailhead amenities at this highly used trailhead.

Recommendation

- The City recommends install a vaulted restroom facility with hard surfaced access.
- Amenities will include a kiosk, picnic tables, and pet waste stations on accessible surfaces.

Estimated Budget

- \$16,500.00 (Concrete Parking Pad, Gravel, Grading of Parking Lot, and Installation of Short Footbridge)

CITY RECOMMENDATION(S): Based on alignment with the goals identified in Chapter 7 (community access and use, future needs and growth), public feedback received to date, Helena Open Lands (HOL) needs, and available resources, City staff recommends that this project move forward as proposed.

STAFF DISCUSSION:

- This item is also a staff-proposed project. The only amenities the city currently provides at this trailhead include a trash receptacle, pet waste station, and kiosk.
- Looking at the fact that the forest service is proposing a major trail from the Brooklyn Bridge area down to Tucker Gulch and tying into this trail head, we know that in the coming years it will become a busier location. It is a shared parking lot with forest service and we want to raise the level of amenities offered at this location. The parks department applied for a grant with Missouri River Resource Advisory Committee; however, the grant judging process was put on hold because of the COVID situation. If we are unable to obtain this grant, this project will be put on hold. We are looking at not only installing a restroom, but also providing ADA access to the amenities that are available. The set up will be similar to what we did at the Beattie Street Trailhead where there is hard-surfaced parking adjacent to decomposed granite and you can place the picnic tables, pet waste station, and kiosk where they are accessible to everyone. The grant applied for was in the amount of \$40,000. The matching figures in the estimated budget are related to the city parks doing graveling, grading work, installing a footbridge, and the installation of the hard surface parking area.
- We will move forward with this project.

QUESTIONS:

- None.

HISTORY - Limekiln Parking Area Realignment Project – Brad Langsather, Presenter

Current Situation

- The current parking area is undersized and unsafe.

Recommendation

- The City proposes moving the existing Winnie Water Tank access gate northeast 75 feet, fill, grade, and gravel the area between Limekiln pavement and the access road, and separate the parking area from the access road with large rock delineators.

Estimated Budget

- \$2,500.00 (Fencing and Gravel)

CITY RECOMMENDATION(S): Based on alignment with the goals identified in Chapter 7 (community access and use, future needs and growth), public feedback received to date, Helena Open Lands (HOL) needs, and available resources, City staff recommends that this project move forward as proposed.

STAFF DISCUSSION:

- This is the third staff-proposed project.
- This project involves the reconfiguring of an informal parking area at the Limekiln Road that accesses the Winnie Water Tank road and the Prickly Pear Trail.
- This area has much of the same issues as the middle DeFord parking area. When recreationalists depart, they are backing into traffic flow of Limekiln. This problem is correctable with the reconfiguring of the parking area and making this a more formal trailhead. This year we did put a trash receptacle at this site. Brad would like to add a pet waste station, and sometime later a kiosk and other amenities. His goal is to deal with the safety issues and parking first.

QUESTIONS:

- None.

HISTORY - Mount Ascension Parking Area Expansion Project – Brad Langsather, Presenter

Current Situation

- The current parking area is disorganized and inefficient.

Recommendation

- The City proposes increasing the width of the parking lot from 20 feet to 75 feet by excavating material from the southern roadside bank and relocating excavated material to the northern road berm.

Estimated Budget

- \$3,500.00 (Fencing and Gravel)

CITY RECOMMENDATIONS: Based on alignment with the goals identified in Chapter 7 (community access and use, future needs and growth), public feedback received to date, Helena Open Lands (HOL) needs, and available resources, City staff recommends that this project move forward as proposed.

STAFF DISCUSSION:

- This is the final staff-proposed project.
- This is an expansion of the Mount Ascension parking area at the intersection of the 2006 Trail and Arrowroot Road up near the top of Mount Ascension.
- During overflow times, we are having issues with parking on private land. We fenced off the parking area this year in an effort to deal with this issue, but what we have going on at this location is complete disorganized parking because no one seems to know what to do. It has never had a formal parking area – it is just an intersection of two roads.
- What the city is recommending is to widen the existing parking area, re-fence it, highlight the parking spots, and get more organization to maximize the area. We would then like to provide other amenities such as a trash receptacle and pet waste station. Brad has seen a lot of use at this site from recreationists bringing their pets up there.

QUESTIONS

- None.

HISTORY - Directional Trails Exit Trail - Eric Grove, Presenter

- Riders must exit either down to Arrowroot or up to Eddy West. The arrowroot exit back up to Eddy West forces riders to navigate a blind corner against oncoming traffic on Arrowroot and is simply dangerous. The more used route is straight up the old Limekiln Jeep Road and is not sustainable.

Recommendation

- Build a connecting trail from the bridge to the start (Arrowroot) of Eddy West. It would intersect just above Arrowroot and use a large radius climbing turn to direct riders back up Eddy West.

CITY RECOMMENDATIONS: Based on alignment with the goals identified in Chapter 7 (community access and use, future needs and growth), public feedback received to date, Helena Open Lands (HOL) needs, and available resources, City staff recommends that this project move forward with the following requirements:

- **City approved route prior to the initiation of ground disturbing activities**
- **Construction and maintenance accomplished with volunteer labor under city approved volunteer agreement(s).**

STAFF DISCUSSION:

- This proposed project was submitted by Eric Groves.

- This project involves connecting a trail from what would be the lowest portion of the Directional Trail at the footbridge, crossing the gulch, connecting a trail from there over to the Eddy West Trail. Recreationalists that wish to make their trip up and down the Directional Trail or recreationalists that wish to go back up to the top of Mount Ascension via the open lands trail system would be able to more easily connect to the Eddy West Trail. At present, the two options are either ascending back up Mount Ascension on an older jeep trail (most of the users doing this are tying into the Eddy West Trail on another road that accesses a power line), or more common, people are just descending down Arrowroot Road, riding up Arrowroot Road, and then jumping on the intersection of Eddy West and Arrowroot Road. This puts recreationalists out in the traffic flow of Arrowroot unnecessarily and it is not an easy connection to make.
- Eric is recommending we tie a trail from the bottom of the Directional Trail and bring it into Eddy West near its intersection with Arrowroot Road.

QUESTIONS:

- Eric Grove offered an amendment to his original proposal. In conversation with some of the members of the hiking community, they expressed concerns about the safety on lower section of that trail. In reference to “below where the old Jeep Trail comes up to the Eddy McClure West Trail”: while this is not an extremely long section, it is a very straight section. Eric concurred with their concerns about safety, in returning up Eddy West (it does propose some problems). Eric added that it also presents some problems with sustainability. The upper sections of Eddy West incorporates some climbing turns, there are good sight lines, it helps control speed and certainly cuts down on the potential for conflict and increases safety. The lower third doesn’t incorporate logical trail features that could make this a better trail for both pedestrians and mountain bike users. So Eric proposed in addition to exit trail as described, that we could also look at a realignment of 200 yards of trail as part of this project of the lower Eddy West Trail. Eric would be happy to host a walk-through with Brad, Nate and anyone else interested to see how we can address this area in a more proactive way.
- J Miles began by thanking Karen and Eric for being at the meeting. She visited with Eric this morning. Her group does support Eric’s proposal for an exit route, as this was never really planned for appropriately. The concern is that if we abandon the old “two-track”, it does mean that the lower park of Eddy McClure West becomes the top. The hiking community has asked the department to look at mitigating measures at this location for over two years. We finally have the opportunity to do this. Joan has been on this trail a lot this summer and it has become dangerous with people speeding down it. She appreciates that Eric is willing to include this mitigation in proposal.
- M Culpo – Eddy West is a very fun trail. He enjoys this trail the way it is. He would be disappointed to see changes in the section they are talking about as they are being discussed. When Matt rides his mountain bike, he doesn’t necessarily want to go down directional trails. He always rides back up Eddy West and goes back down Eddy. It is a very enjoyable trail for bikes.
- E Grove stated he appreciates both comments. He appealed to Matt and stated that in looking at various trails over the years, there were aspects of Eddy West that were not well laid out. What he is proposing would allow for dual purpose. He knows it is a fun trail to go down. He is looking at making this trail a much more safer trail, more sustainable, and better experience for everyone.
- Again, E Groves urges everyone interested to join in a walk through so we can come up with a solution.
- M Culpo said this is fine and would be willing to go out and evaluate the trail. Matt does feel it is in good shape and has not seen any erosions on this trail. He is open to look at what Eric is talking about and see what sections he feels need to be revised.

- T Zammit stated he thinks doing some reroutes on Eddy would be good. Putting in speed control measures and ensuring there are good sight lines is something the bike community has been advocating for. However, from a process standpoint, a 200-yard reroute would fall into a major project. If that is the case, then it is not appropriate to have this discussed now. A 200-yard reroute would need to go through the initial comment period as a major project so we are adhering to this new process.
- T Jewitt stated he appreciates Eric's efforts. This area is a problem. When the directional trail was first proposed and designed, Helena Hikes did approach the city to with an invitation to engage in conversation regarding mitigation efforts at this trail on other users. They don't believe that this has happened. He encouraged us to look at the safety issues that need to be addressed because they are problematic.
- L Bay reminded T Zammit the HOLMAC meeting is another way of refining the draft list of major projects. She encouraged everyone involved in this process to go to the trail and meet to resolve this. This would be helpful.
- J Wells mentioned that we are moving into comments. We have gone beyond questions into comments. He asked Kristi for clarification.
- Kristi stated that at this time, we would like questions only. There will be a comment period at the end of the presentation.

HISTORY - New Climbing Routes – Bradley Maddock, Helena Climbers Coalition, Presenter

- Develop new rock climbing routes on Mount Helena during 2021.
- The Helena Climbers Coalition (HCC) would like to propose that up to 15 additional routes be developed along the Mount Helena Cliffs. The location of these new routes will be both intermixed within the current area of routes and also extend eastward toward and around the corner from the cave known as "Devils Kitchen". The Helena Climbers Coalition would like to develop these routes over the next 2 years starting in the spring of 2021 while also improving the current spur trails and belay pads.

Route Maintenance

- The Helena Climbers Coalition has a route maintenance program that keeps track of any aging and otherwise damaged or compromised hardware within the Helena area and aims to replace it within a timely manner with the help of grants funding from organizations like the Access Fund and direct funding from Helena's growing community of climbers. This program has successfully addressed two minor issues over the past year at Mount Helena. For more information on this program please visit: <https://helenaclimberscoalition.org/fixed-anchor-maintenance-report-a-bad-bolt/>.
- In addition to developing and maintenance of routes, the HCC would like to participate in the maintenance of the cliffs themselves by removing existing graffiti on the cliff face as we have done at other local climbing areas.

CITY RECOMMENDATIONS: Based on alignment with the goals identified in Chapter 7 (community access and use, stewardship, future needs and growth), public feedback received to date, and available resources, City staff recommends that this project move forward with the following requirements:

- **City approved climbing route locations prior to installation**
- **Routes located near the Devils Kitchen cave be designed to allow for an undisturbed buffer zone on both the eastern and western sides of this feature**
- **City approved trail access routes prior to the initiation of ground disturbing trail construction activities**
- **Construction and maintenance accomplished with volunteer labor under city approved volunteer agreements, and with infrastructure engineering review**

STAFF DISCUSSION:

- This group provided a very thorough proposal.
- The city would like to move forward with the proposal (see above recommendation) with the city having final approval of route locations.
- The routes will need to be designed to maintain tranquility around the Devils Kitchen Cave area. This is a unique recreation experience within the city open lands.
- We will also want approval of the footpaths that go to the bottom of the routes to the Bailey area.
- Lastly, all maintenance and installation of the routes be accomplished with volunteer labor which was proposed in the presentation. Brad would also like to thank them for their offer to help us deal with some of the graffiti on the rocks – thank you!

QUESTIONS:

- None.

HISTORY - ADA Trails Expansion - Margareta (Meg) Seyr-Bishop, Presenter

- Consideration for ADA trails. The Old Shooting Range Restroom Installation Project will create an ADA-compliant vaulted toilet and amenities accessible for people with mobility issues. Although it is wonderful to have an ADA-compliant restroom facility, it would be even better to consider enhancements to existing trails that would provide folks with disabilities and mobility issues extended trail options instead of token access options. An obvious example would be to consider enhancing the DeFord (both upper and lower) to accommodate this need as well as wheelchair access. At a total of 1.5 miles, it is fairly level, scenic, and would require significantly less effort than building a new trail. It is time that people with disabilities and limited mobility be included in these discussions. All members of the community should be able to enjoy the benefit of our open space trail system discussions. All members of the community should be able to enjoy the benefit of our open space trail system.

CITY RECOMMENDATIONS: City staff recommends that this project be reviewed, during the next year, for the following technical items prior to the City's issuance of a recommendation:

- **Complete a slope survey commencing from the DeFord Trailhead and proceeding southward to the confluence of Tucker & Dry Gulches**
- **Construction work required to bring 3 segments of the DeFord Trail where slopes currently exceed 12% into ADA compliance**
- **Ability of De Ford Trail to meet the ADA required maximum slope segment lengths**
- **Infrastructure requirements associated with ADA Trail crossing graveled roads & driveways**
- **ADA Parking Requirements**
- **ADA Trail Surface Requirements**

STAFF DISCUSSION:

- The area we would be looking at includes the middle DeFord trailhead up to the intersection of Tucker Gulch and upper Dry Gulch up above the Old Shooting Range Trailhead.
- Brad analyzed this proposal. He feels we need to do more homework before staff can move forward with this recommendation.
- The technicalities of an ADA trail are fairly extensive and this particular trail has several issues that need to be addressed. There are also the issues of the fact that it crosses a private driveway and Davis Street itself. There are also sections of this trail where it exceeds the 12% slope which automatically disqualifies this trail to be an ADA trail. Brad does feel we could reduce those slopes on the trail, but there are some other technicalities that we will have to do more work on.

- We are looking at doing a formal slope survey of the trail to look at rise and run. We will then evaluate cost requirements as far as parking on both ends of the trail and issues with crossing a gravel-surfaced road.
- Brad will work on this proposal over this next year. Brad then stated that making DeFord an ADA trail would be a dramatic change from its current form on the landscape. This would be a major project here and it would be a completely different trail.

QUESTIONS:

- L Bay asked Brad if the department will do the preliminary assessments. Brad stated that is correct. We would contract out for a formal slope survey. We will also need to do further research on costs as well as the technicalities of crossing those gravel surfaces.

HISTORY - Trail Etiquette and High Trail Usage - Claudia Clifford, Presenter

- Trail etiquette is a paramount concern that surfaced repeatedly during the Recreation Chapter rewrite. Is there funding allocated elsewhere in the Parks Department budget to work on etiquette issues (such work might include convening user groups to work out solutions to user conflict, trail signage, etiquette education campaigns, use of e-bikes on our trails, and more.) The possibility for user conflict continues to increase. More than ever, the Helena community needs to come to an agreement on trail use issues around speed, high marking, social trails, e-bikes, etiquette for passing other users, listening to music on the trails, etc. If the Department is allocating funding for this kind of etiquette and trail use work, could you specify how much and any details about your expectations for this work and how it will be conducted? We ask because this work is of utmost importance and should be prioritized as a major project, unless it is being planned and funded elsewhere.

CITY RECOMMENDATIONS: Trail etiquette planning and trail use survey implementation/analysis are not items considered major projects, as defined in the HOL Management Plan Chapter 7 Public Involvement Plan (Appendix "P"). This would be more aligned with a minor project and be defined as "signage replacement or updates". The Parks department has started the work with a trail inventory review ([2020 Trail Inventory Review - Basics](#)) and a Trail Signage inventory ([2020 Trail Signage Issues](#)). These items will be addressed as part of the Open Lands annual work plan. The Parks Department has started the initial stages of looking at an e-bike policy for Helena Open Lands. Social trails are addressed as minor projects. There is also an etiquette education component of the City's contract with PPLT and is not considered a major project.

STAFF DISCUSSION:

- In analyzing this proposal, this is more of a social and trail user issue and not a major ground disturbing type of major change issue. It is certainly a subject that deserves attention and has had quite a bit of attention in this year's open lands work plan.
- Two of the things we did with our contract with PPLT was 1) complete an inventory of our entire trail system on open lands to include the conditions of those trails and documenting issues seen, and 2) completed an analysis and inventory of all signage within the open lands.
- We have two half's to this year's agreement with PPLT. The first half focused on fieldwork to build the elements of the second half. One of the items in the first half of the contract was creating a trail etiquette education plan. Part of the second half of the contract includes implementing some of the items in that plan so we can get literature out to users and continue working on trail etiquette.
- Many of the items mentioned in Claudia's proposal have been addressed in the normal work plan process. As we step into the 2021 work plan, there is another opportunity to continue to make more progress. Another part of this process that Brad and Kristi have discussed is a more in-depth analysis of the type of users on our trails, but also looking at those trails where we do have potentials issues

and monitor that use to see where work needs to be done (this will include speed, safety concerns, etc.). Although we did not call this a “major project”, we continue to want to make progress on all elements that Claudia has brought forward.

QUESTIONS:

- C Clifford stated she really appreciates Brad’s last comments that while we are not looking at this as a “major project”, we will focus a lot of attention on these types of concerns. There was a lot of comments during the Chapter 7 rewrite about concerns which addressed safety, etiquette, signage, etc.
- C Clifford stated that this item seems to meet the criteria for “significant public interest”. Why didn’t this item rise to the level of being a “major project”? Making this item a “major project” gives it the significance that it need to move forward. Why not consider this a major project?
- Kristi stated that she and Brad will discuss this.

HISTORY - Archery Change Trail Options - Ken Morrison, Presenter

- Having spent time running, walking and biking in the Mount Ascension area over the years, it seems it would be a welcome addition to have a more user-friendly option for a short segment of the Archery Range Trail at its northern starting point just south of the intersection with Pay Dirt, and Eagle Scout. The old road (trail) heading south from the intersection leads to a rocky and rutted ridge that is difficult to navigate for some walkers and runners and many mountain bike riders. I believe an option for these users would be appreciated.
- There is an unimproved parallel trail to the southeast of the road a few yards that crosses the ridge smoothly and would be safer and more enjoyable for most users. We would cover the cost of upgrading and signing a new trail option or are willing to organize the upgrading work to City trail specifications.

CITY RECOMMENDATIONS: City staff has thoroughly analyzed this proposal and decided to not recommend implementation for the following reason:

- **The game trail that Mr. Morrison identified as his preferred route for ascending the northernmost ridgeline on the Archery Range Trail does provide a more even, practical grade when approaching from the north on the Easy Rider Trail, however, merging the Eagle Scout Trail and Easy Rider Trails into the Archery Range Trail would require the installation of two switch backs to provide access to the proposed new trail segment. To accomplish this task, a significant portion of the existing archery Range Trail would have to be closed and rehabilitated. City staff has found that past experience with similar such closures has shown that maintaining closure of a historic route has been extremely difficult. Often times, the end result of failed closures in reroute situations is the presence of two trail routes on the landscape. Additionally, installing switchbacks in areas where multiple access routes exist creates opportunities for trail braiding.**

STAFF DISCUSSION:

- This proposal is a change in the Archery Range Trail. Brad stated that the area that K Morrison is referring to is up where the Archery Range Trail departs from the Eagle Scout Trail and proceeds in a southerly direction. This particular potion of the Archery Range Trail is located on an old jeep trail. The proposal was to move the trail to the east which is basically a game trail. We are looking at the public and at long-term use patterns on a trail. If we were to move this trail to the east, there would be too much disturbance for too little gain.
- It is for these reasons that the department has decided to not recommend this proposal for progress through the formal process.

- Brad added that he has seen failures on trail reroute. We will, however, look at some of the issues with crossing that ridge and see if we can address those issues within the current footprint of the Archery Range Trail.

QUESTIONS:

- None.

HISTORY - Neighborhood Issue - Ken Morrison, Presenter

- Ken also mentioned another area of concern. He lives in a neighborhood off Beattie Street on Third Street and Sugarloaf.
- Currently, there are many walkers, runners and bikers entering Helena's South Hills open lands from streets surrounding the Sugarloaf and Meatloaf hills area in in the southcentral part of the city. Often the historic trails and old roads being used for access are on private lands. As new homes are built in the area or owners of undeveloped private lands start to assert the boundaries of their properties, conflicts and access restriction will occur.
- Before that becomes a significant problem, it would be good to identify access opportunities that do not use private property. One solution would be to designate the street rights-of-way in the area, and direct users to those rights-of-way and away from the private lands. Existing trails across private lands then could be closed. Examples of street rights-of-way that could be identified are Raleigh Street from Hillsdale to Road Island and then on into Beattie Street Park and 3rd Street from Raleigh Street to city lands to the east or to South Dakota St.
- This solution could be accomplished in cooperation with the Street Department and volunteers, hopefully, at minimal cost.

CITY RECOMMENDATION: In regards to formal trail route designation for multiple "social trail" routes that are currently used to access streets adjacent to the eastern, northern and western sides of Meat Loaf Hill become designated trail routes located in platted City street rights-of-way, The City does not recommend for the following reason:

- **An aerial photo analysis of the "social Trail" routes that Mr. Morrison referenced in his request revealed that a considerable portion of these routes either reside in platted street right of ways or cross lots owned by the City. Instances where the aforementioned "social trail" routes cross undeveloped private lots occur in open, grassy areas. Relocating trail segments that cross privately owned, undeveloped lots would necessitate the construction of new trail routes. Preventing trail users from discontinuing their use of existing trail routes would be problematic due to the open nature of the terrain. In past instances, City staff have found that coordinating trail relocation with the private landowners at the time of lot development has achieved the most satisfactory results.**

STAFF DISCUSSION:

- This proposal involves a number of social trails in the Meat Loaf area that cross from the end of city residential streets through two of the open lands ownership on Meat Loaf Hill in a couple locations. These long-term, social use trails cross through lots that haven't been developed and are privately owned. Some portions of the trails that Mr. Morrison referred to are trails that are on city streets that are not developed.
- If we try to move social trail in a wide opened, grassy area, people will continue to cross the private lot and continue to use the trail.
- In the past, we worked with property owners to mark their property lines while moving the trail. Brad stated he would like to continue with this management pattern. Unless a property owner comes forward with a trespass issues, we don't want to install two trails at this time. We wait until

there is development of the lot and then work with the landowner to have the projects coincide with one another.

QUESTIONS:

- None.

HISTORY - Dump Gulch Project, Eric Sivers, Presenter

- Construct a bike-optimized trail down the bottom of Dump Gulch. The Helena Open Lands network needs a better way to bring mountain bikers off the northern end of the Mount Helena Ridge Trail. Many riders don't want to descend Show Me The Horse Trail and ride 2 miles on the road back into town. If they come all the way to the city park, they have multiple ways down (Diretissima, Prairie, Prospect Shafts, McKelvey), but none of them are ideal and all have the potential for user conflict as trail use increases in the future. A trail designed to accommodate bikes in Dump Gulch would not see much hiker use since McKelvey Trail is in the same drainage and provides a better hiking/running experience.
- Re-route portions of the 2006 trail above Aftershock Trail to reduce the grade. In particular, the first switchback above the Aftershock junction has an excessively steep approach. Moving the turn farther to the north and east would reduce the slope and allow for a larger radius.
- Re-route portions of the 2006 trail above Arrowroot Drive to reduce the grade and make it more sustainable. The original alignment avoided a significant downfall snag that was removed during forestry work several years ago. It would now be simple to add length to the trail to reduce the grade. Jim Phillips complained about this grade many times.
- Rehabilitate the portion of Paydirt Trail between the two rock outcrops. This segment continues to widen, and unsanctioned/vigilante trail work keeps attacking the outcrops making what used to be a minor obstacle into a major one, and an eyesore. I recommend consulting a professional trail builder for the best approach, but my concept is to narrow the trail and crib the downslope, providing a soil ramp over the outside of the rock outcrops for users who prefer to avoid them.
- I propose Helena Open Lands provide interpretive signage at appropriate or interesting points in the landscape. The Falcon Guide to Mount Helena might provide a good starting point for ideas. Interpretive signage could also provide an additional vector for etiquette reminders. In addition, etiquette doesn't have to be limited to things like yield conventions - it can identify rehabilitation projects, ask people to avoid certain areas, and ask them to bring ideas through the established process rather than causing problems (e.g. Paydirt).
- While this is not a major dirt-moving project, I recommend that Helena Open Lands conduct a system-wide trail assessment. As the department continues to improve the quality of its infrastructure, this should extend to the trail network. A very fit 62-year old recently described our trails to me as "no fun unless you're on the cusp of real fitness." This assessment should include a higher-level assessment of network function. It should also include a trail-by-trail assessment of things like grade, sightlines, erosion potential, etc. Many of our trails are overly steep, have outdated switchback designs, and have sustainability issues. For example: erosion due to running water is minor on the Helena Open Lands system, but we have many steep sections leading directly into tight switchbacks that result in unavoidable rutting by bicycles needing to brake for the turn. This is entirely a result of outdated trail design, and can be mitigated. A systematic assessment will help lay out a maintenance work plan for upcoming years.
- One final proposal of a different sort: I suggest the city purchase a few copies of Natural Surface Trails by Design by Troy Scott Parker. This is an informative 78-page book that is easily readable by a general audience. It explains and illustrates important concepts related to the natural surface trails that comprise the majority of the Helena Open Lands system. I propose that each incoming member of HOLMAC be loaned a copy for required reading so that members are able to participate in informed discussions.

CITY RECOMMENDATION(S):

- **Bike Route: Due to multijurisdictional ownership (City, BLM, and USFS) of the McKelvey Trail, it is impossible for City staff to make a recommendation regarding the construction of a Bike Specific route from the Mount Helena Ridge Trail down to the Dump Gulch Trailhead. However, City staff will initiate conversations with the BLM and USFS to explore the possibility of Mr. Siverson's proposal.**
- **2006 Reroute – Northern Portion: City staff does not recommend Mr. Siverson's request for a reroute of the northern portion of the 2006 Trail for the following reason:**
 - **In 2017, the City of Helena and Prickly Pear Land Trust constructed the After Shock Trail to provide a more usable route for bikers ascending Mount Ascension. A portion of the rationale supporting the construction of the Aftershock Trail involved an opportunity to reduce bike traffic on the 2006 Trail. Therefore, City staff feels that the purpose and need for Mr. Siverson's request was previously addressed by the construction of the after Shock Trail.**
- **2006 Reroute – Southern Portion: City staff does not feel that this request warrants "Major Project" status, therefore, this item can be addressed in the 2021 Open Lands Work Plan.**
- **Pay Dirt Trail: To be addressed below.**
- **Interpretive Signage: City staff has determined that this item does not warrant "Major Project" status and can be considered in the 2021 Open Lands Work Plan.**

System Wide Trail Assessment: City staff has determined that this item does not warrant "Major Project" status and can be considered in the 2021 Open Lands Work Plan.

STAFF DISCUSSION:

- E Siverson had a number of proposals for review.
- The first issue Eric had was regarding the bike traffic coming off of the Mount Helena Ridge Trail and coming down to the Dump Gulch Trailhead in Grizzly Gulch. This is where many bikers choose to end their ride. Either they will come down the north face of Mount Helena or more likely down the McKelvey Trail. Much like the conversation we had earlier, there are some portions of the McKelvey Trail where speed is a factor because it's an old jeep trail that descends right down the fall line parallel to the gulch all the way to the bottom. This is a subject that has been discussed for over a decade with the idea that possibly we need to separate the two uses (have a bike-specific trail and a hiking and running trail). Brad stated it is time to go a step further into this process. The parks department does not have the ability to move forward as we only manage ½ of the McKelvey Trail. We have sister agencies to include, the US Forest Service and the Bureau of Land Management (BLM) who have ownerships on portions of this trail or portions of where the potential relocated trail would be. It is the staff recommendation that we will reach out with Forest Service and the BLM to discuss where they are at with looking at ways to address this problem. We are going to make commitment as the department to look into this matter.
- Another proposal Eric presented involves the 2006 Trail as ascends Mount Ascension. When the 2006 Trail was originally put in, it was confined by park ownership at that time. This is why there is a multiple switchback situation because they were confined to a single lot that got users to the top of Mount Ascension. A few years ago, with the assistance of PPLT, we installed the Aftershock Trail which provides mountain bicyclists (or anyone – Brad has also seen runners and hikers use the same trail) an optional route to ascend Mount Ascension. The parks department has addressed some of this concern as far as a route for bicyclists to ascend Mount Ascension by installing the Aftershock Trail. If there are portions of the Aftershock Trail that aren't meeting expectations of the cycling community, then we need people to reach out to us so we can work on those sections. At this time, we feel that having the two options, one being more preferential for hiking, meets the needs of recreationalists. Therefore we are not recommending to move forward on anything regarding this proposal.

QUESTIONS:

- L Bay – when you meet with the Forest Service regarding the McKelvey/Dump Trail situation, would there be an opportunity for others in the community to see what that reroute might look like and perhaps provide input on this?
- Brad stated certainly. At this time, we are not at the point of looking at a formal route. We would be sitting down to see where those agencies would be with analyzing an additional trail at that location. We all understand the complexities involved with the Forest Service constructing new trails and being aware of that, we know it is going to be a process that will take a significant amount of time. To complicate matters further we will need to bring the BLM into the conversation. These are two different agencies that have already done a lot of trail management.
- C Clifford – Claudia added that it will be important to include hikers in this discussion. Please reach out to this group as well.
- E Sivers – he stated he is concerned that he wasn't clear in his proposal suggestion. He wasn't raising a concern about an easier bike route for bikes to climb Mount Ascension. The concern raised is about the approach to the lower half of switchback which is in the percent of about 30 percent grade which is really quite steep. Because the city now has more property there, it would be easier to adjust where that switchback is located and reduce the gradient going into the switchback. The switchback has gotten fairly wide and Eric believes that it is because when the trails are snowy, muddy, etc., people step off of the uncomfortable surface and widen the trail. His concern is that this switchback is excessively steep.
- T Zammit – in echoing what Eric just stated, his understanding of Eric's proposal is only related to that one switchback that is 30+ degrees steep and not an entire new route of Mount Ascension.

STAFF DISCUSSION:

- Another area Eric alluded to was in regards to PayDirt Trail. Brad will defer his response to a proposal we received from PPLT which Brad believes will answer Eric's concerns.
- The next item Eric addressed in his proposal was in regards to interpretive signage. This is a topic that has been discussed within HOLMAC over the past few years. They have discussed having some interpretive signage on the trail system that speaks to Helena's historical landmarks. Brad believes this is something that naturally fits into 2021 open lands work plan. HOLMAC and city staff can incorporate this into the work plan.
- Another item proposed by Eric is a system-wide trail assessment. This is an interesting concept that has been mentioned in the last two years. The concept is to step back, evaluate our entire system, and see if there are things we need to work on (such as trail reroutes). This would be a fairly large project. While we don't consider this to be a "major project", we do believe it fits in well into the work plan. This would be a project that we would have to look at funding a major analysis of the system. This item will require additional conversation and something that city staff will work with HOLMAC on as far as what we could do to implement a major analysis of our system.
- Brad then added that he appreciates the efforts Eric did to submit this proposal.

QUESTIONS:

- L Bay stated that part of the challenge that Brad alluded to earlier is that so much of these trails seem to go on to other administrative bodies (such as Forest Service and BLM). Lisa encourages those agencies or representatives of those agencies be brought into a process like this. It just seems hard if just the city is paying assessments on other jurisdictions lands.
- D Nimock – David wanted to echo Eric's concerns and what Lisa said about having integrated trail management throughout the South Hills system. David is speaking as a private landowner who has part of the Rodney Ridge Trail on part of his property. The city should actively pursue getting such

a group together that can address trail-wide or system-wide issues that are pervasive on all the different lands.

HISTORY - Proposal for ADA-Compliant Trail on Mt. Helena, Tony Zammit, Presenter

- Helena's Open Lands provide a wonderful recreation opportunity for Helena's residents and visitors. However, there is a marked lack of facilities and recreation opportunities for individuals with limited mobility, who rely on wheelchairs, and for those who cannot ascend or descend the existing trails. Recognizing the disparity between these two points, the Helena Rotary Club is seeking to expand access to Helena's Open lands with opportunities that comply with the Americans with Disabilities Act.
- As you know, Rotary reached out to the City of Helena's Parks and Recreation Department in January 2019 to begin discussing the potential of building a new ADA-compliant trail from the Mt. Helena Trailhead parking lot. The proposed trail would travel north and west to a vantage point that provides panoramic views of Helena and the Helena Valley, including the downtown area, the Cathedral, Carroll College, and the Capitol.
- The proposed trail is approximately one-half mile (780 meters) in length and have an overall grade of less than 2%, with the trail gaining approximately 40 feet of elevation (13 meters) over its length. There is a basic rendering attached at the end of this request showing the proposed layout of the new trail. A meeting with the City's ADA Compliance Committee presented the suggestion of ADA-compliant carve-outs with benches along the route. This proposal includes three such carve-outs that would also host an interpretive sign to present information about Mt. Helena's 1) flora and fauna, 2) history, and 3) geology. Additionally, a sign at the terminus of the trail is proposed to explain the surrounding landscape.
- We have been working to secure funding to finance this project and are hopeful that our goal of beginning construction can begin soon. As you are aware, there have not been any new trails in Helena's Open Lands due to a moratorium on construction imposed by the City Commission in the fall of 2018. However, with the revisions of Chapter 7 of the Open Lands Work Plan nearing completion, this proposed trail has become a strong candidate for the first trail to be built under the new process. Given the broad utility of this proposed trail, we are confident that it will be universally accepted and approved.

CITY RECOMMENDATION(S): Based on alignment with the goals identified in Chapter 7 (community access and use, stewardship, future needs and growth), public feedback received to date, and available resources, City staff recommends that this project move forward with the following requirements:

- **City staff oversees and or completes all trail route location and construction activities**
- **Funding mechanisms for materials and infrastructure must be provided**
- **Note: this will likely take 2 or more seasons to complete**

STAFF DISCUSSION:

- T Zammit is proposing an ADA trail on Mount Helena that would depart from the Mount Helena Trailhead and proceed in a western direction to an overlook area. It would be the first formal ADA trail on Mount Helena. It would need a long-term management goal from the parks department. The parks department feels we can use this particular proposal to also create access to our current amenities at the Mount Helena Trailhead. So, at the same time, while a new trailhead would be built, we would also be locating it so we can obtain access to the kiosk, picnic table areas, and pet waste station.
- Tony put together a very thorough proposal. Tony and Brad worked on some of the prices, and you will see this in the proposal.
- City staff is recommending we move forward with this proposal realizing that it will most likely be a multi-year project. City staff will have control of the location of the trail and the construction of the

trail. There is also funding mechanisms that need to be realized to make this trail a reality. This is why it most likely will be a multi-phase project.

- Phase I would be access to the amenities that Brad mentioned. Where we would originate this trail would be from the lower tier of the Mount Helena parking area as this is where we have an opportunity to have ADA compliance and ADA parking.
- Brad stated that we are really excited about this project. It will take quite a bit of work to get this on the landscape, but with everyone's effort, we can bring this to a reality over the next couple of years.

QUESTIONS:

- T Zammit asked to give an update. AARP of Montana has committed an additional \$5,000 (providing we can spend the money before the end of the year) for this project. The Rotary Club already has half of the funding for this project assuming we can get some money spent by the end of December.

HISTORY - Proposal for Rerouting Portion of Trail above Beattie, Nate Kopp, PPLT, Presenter

- In an effort to eliminate an unsustainable fall-line portion of the existing Beattie Street Trail, it is recommended we reroute the portion of the trail just above the recently constructed Beattie Street Trailhead. This would reroute a short section of the Paydirt trail at the junction of Paydirt and Prickly Pear Trails.

CITY RECOMMENDATION(S): Based on alignment with the goals identified in Chapter 7 (community access and use, stewardship, future needs and growth), public feedback received to date, and available resources, City staff recommends that this project move forward with the following requirement:

- **City approved specific route prior to the initiation of ground disturbing activities**

STAFF DISCUSSION:

- This proposal came from PPLT and involves the lower end of Pay Dirt Trail. This trail has some significant issues at the lower end where connects with PPLT Trail.
- The best way to deal with the issues in this case is a relocation of the trail. Brad stated the he believes we can successfully close the existing trail.
- The city is recommending that we move forward with PPLT's recommendation with the city having approval of the specific route.

QUESTIONS:

- J Bradley – for this proposal, is there a southerly point where this would go?
- Brad – instead of Pay Dirt going in an easterly direction, it would proceed in more of a westerly direction and take advantage of some of the landscape at that location. It would create more of a run so we would be able to get rid of some of the slope in the trail.
- Instead of dropping off where it does currently, it would again proceed more to the northwest and use more terrain to lessen the slope and hopefully go over some better trail ground.
- Would it go as far as the rock area on the trail? Nate stated he is unable to answer that question until we formally flag it.

HISTORY - Davis Gulch Bike Course / Multi-Use Trails, Matt Culpo, Presenter

Davis Gulch Bike Course and DeFord Trails Project. The proposal is shown on the attached maps and is generally described as follows:

- Trail entrance/exit signage and separation improvements between the Davis Gulch Bike Course Trails and the DeFord Multi-Use Trails.
- Annual maintenance management on the Davis Gulch Bike Course Trails.

- Formalizing the Lower Davis Gulch Bike Course Trail, generally from the Archery Range entrance road to the junction with Davis Gulch Road.
- Providing Trail Maintenance and Improvement Management Liaison for future trail improvements and extension of the Lower Davis Gulch Bike Course to a termination point at Davis Gulch Road.

CITY RECOMMENDATION: Based on alignment with the goals identified in Chapter 7 (community access and use, stewardship, future needs and growth), public feedback received to date, and available resources, City staff recommends that this project move forward with the following requirements:

- **City staff recommend that Mr. Culpo facilitate the creation of a Dry Gulch Working Group to take on the task of developing and managing the Upper and Lower Dry Gulch Bike Courses while working concurrently to develop a plan to address multi use issues with the DeFord Trail. City staff's recommendation to City Commission will involve the implementation of the Working Groups recommendations upon their finalization. This could potentially be done as a Sub-Committee / Working Group associated with HOLMAC.**

STAFF DISCUSSION:

- M Culpo is proposing that we look at a formal project to review the bike jump area that is adjacent to the DeFord Trail (so it lies between the DeFord Trail and Davis Street). He is recommending we look at a project to formalize maintenance of the bike jump course area and evaluate some of the other issues at the DeFord Trail.
- Instead of considering a staff recommendation, we felt it would be best to have a working group associated with HOLMAC to evaluate this area. They would be tasked with not only looking at the bike jump course itself, but they would also look at the maintenance of the upper Davis bike skills area and look at the current use patterns on the DeFord Trail and try to incorporate all of these into solutions that would meet all the needs of that particular area.
- Staff is recommending that we move forward with Mr. Culpo's proposal in a different fashion. We would allow Matt to work with HOLMAC on forming a subcommittee/working group to come up with solutions for the Dry Gulch Corridor.
- The bike jump area was informally constructed and has become popular over the years. Staff has looked at eliminating the jump area, but we saw significant concern from the public. It is for these reasons that we need a formal working group to sit down and look at solutions for both the upper/lower bikes skills area and the DeFord Trail.

QUESTIONS:

- None.

Feedback from HOLMAC

Karen Reese

- Karen stated she would appreciate an invitation to go out and look at some of the trails as discussed in this presentation.
- Tony Zammit per step 2 of this process that speaks to guidance from HOLMAC: Tony asked if HOLMAC could potentially meet as a group to make recommendations and/or provide guidance beyond this meeting.
 - Kristi stated she, Brad and Eric will get together to discuss this option.

PUBLIC COMMENTS:

Jerry Wells

- He thanked Brad and Kristi for the opportunity to speak.
- Jerry serves as a representative for the Helena Hikes Steering Committee (HHSC).
- His major focus is on a robust assessment of the entire trail system before moving on to new projects.
- Jerry was part of the Adhoc Committee for the Chapter 7 Open Lands Plan that became the basis of for the public involvement process. The first thing this committee agreed on was the need for a comprehensive and robust assessment of the existing trail system to include social trails. Without this, each year we will see mishmash of new project proposals that will not be based on needs identified by a robust trails assessment. Eric Sivers proposal for such an assessment in the 2020-2021 cycle captures this idea and HHSC supports this project. They do however believe it rises to the level of a major project since there is obvious significant public interest.
- The Helena Hikes Steering Committee is not dismissing the recent inventory work that PPLT completed for the city nor do they know what that contract involved. They believe there is an overarching for much more extensive and in-depth look at the entire trail system to address an array of issues to include erosion, steepness, trail design, and social trails. This assessment needs to include the US Forest Service lands and BLM lands. Jerry also stated these two groups should have representatives on HOLMAC as non-voting members.
- They believe this assessment fits well with HOLMAC mission statement.

Lisa Bay

- Lisa first commended the city for encouraging a holistic look at the Dry Gulch/Davis Road area. It is important we get together on this and look at it from each other's point of view.
- In the last two years, Lisa has been involved in two different collaborative efforts. It is hard to accommodate each other's needs. In order for this working group to happen, we will need to think about a neutral facilitator and a wide variety of representation from all interest groups.
- Lisa encouraged members of HOLMAC to be very thoughtful and see merit in this so we can all access our optimal experience down in the gulch and work to recognize others experience.

Claudia Clifford

- Claudia stated that she appreciates addressing etiquette, signage, etc. This is a system-wide issue. Whether it is an issue that affects private landowners to how we interact with each other on the trails. This is a good time to put focused energy and interest in looking how we navigate usage of our trails.

Eric Grove

- As a frequent visitor of the South Hills Trail System, Eric goes by the Old Shooting Range area almost every day. He has witness large groups of people there and supports the suggestion of adding a vaulted toilet at this location.
- Regarding the Limekiln parking lot: This needs to be addressed.
- Mt Ascension – Eric has gone up there a few times and he concurs with Brad’s assessment for organized efforts to make this area more useful.
- Matt Culpo’s proposal: there should be a working group to consider the ADA component as well. Eric then asked that the city encourage a collaborative approach to this. Enjoyment for ADA, safety for pedestrian users and enjoyment for the mountain bike users can all happen.
- The system-wide assessment needs to happen; however, Eric does not agree that all projects need to be put on hold before this is done.
- The PPLT recommendation for Pay Dirt is a great idea!

Angie Leprohon

- This comment is in regards to the trail etiquette issue on Rodney Ridge. Angie has seen encounters/conflicts between hikers and bikers. We can do a lot better in just being kind to each other and respectful with other trail users. There are misunderstandings about trail use. All trail users need to be educated about trail etiquette.
- Angie feels the City of Helena is behind times in regards to this issue. Other communities have comprehensive trail etiquette.
- Angie encourages the city and PPLT much more seriously. She does believe it fits into the criteria as a major project. She also encourages the city to have a specific site that discusses the rules of trail etiquette. Other suggestions include volunteers that serve as trail stewards, visible signage that clearly state the rules of trail etiquette do presentations to user groups, post videos on how to behave on trails, etc. Please take this issue seriously.

Michele Webster

- Michele submitted comments via email this week regarding the Lower Davis Gulch bike jump. In the 2019 work plan, it was noted that these were unauthorized jumps. At that time, city staff recommended these be removed and the land reclaimed. There were many people in the community that wanted these jumps continued.
- Michele’s recommendation is that before the city starts a working group, please open the work group to all community members in terms of the appropriateness of bike jumps on open lands.

Tony Jewitt

- Tony stated he echoes the concerns of Claudia and Angie in that in the 30 years using our trails system, Tony has noticed a change in how we treat one another on our trails. He brings this issue before us because he believes the rules aren’t understood. We need to create a system of etiquette that can be understood. He added that it is his hope that Kristi and Brad take a long hard look into making a serious investment in how we do this.

Matt Culpo

- Matt wanted to speak to the Davis and Dry Gulch jumps. Where we landing with a working group is where this needs to be because the proposal had some short term, intermediate and long-term goals that need to be discussed. He hopes the working group can figure out what those early items are and get those going early on (such as the less expensive improvements and signage).

- He also wants to encourage everyone to keep an open mind to the need for the jumps and what it represents. Let's remember the young kids in the process. This project largely came about because Matt has young kids. Even though some of these jumps were unsanctioned, that represents the need. People came out and put these in because they had desire to have this sort of entertainment. This is one of the least intrusive things you can have on open lands.

Tony Zammit

- Tony Z stated he feels the working group is a wonderful thing. The process by which this is done needs to be thoroughly considered (to include who is invited to attend this working group, how the knows step of working group, what the working groups recommendations to the city will be, and how the city utilizes the working group recommendations). We are all her after two long years of process change and it would be a disservice to throw away the process. It needs to be clearly delineated before working group is started exactly what the scope is and what the timeframe will be.
- Tony Z then stated he fully supports the PPLT proposal.
- The Montana Bicycle Guild has caused 1,000 brochures to be published informing the public of what the guild is and what they do. They also took specific action to include etiquette (inkling standard yielding rules as a part of the brochure). They are trying to distribute throughout the community. The goal is to distribute a brochure with every bike that is sold in town. The Guild recognizes concerns about getting people to act appropriately and hopefully this is a step in the right direction.

Lisa Bay

- Lisa complimented Brad and the departments work along LeGrande. It looks wonderful and feels much safer. Thank you for your hard work.

Eric Sivers

- Eric complimented the city staff in executing this process. Thank you so much!

Next step

- The next step in the process will be to hold a public meeting to present the projects we will be bringing forward.
- We will do a mass email, news release, etc. for all the meetings.
- Please stay involved!!

Adjournment

Meeting adjourned at 7:42 pm.

ADA NOTICE

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 Sharon Haugen, Community Development Director, 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.