

City of Helena



Winter 2013 - 2014
Snow Policy, Procedures,
Plan, Codes
&
Comparison



FORWARD

The purpose of the Snow and Ice Control Plan is twofold: (1) to provide the general public and City officials with an insight into the complexity of snow and ice control operations; and (2) to summarize policies and procedures to be followed by City personnel.

Snow and ice control is often a matter of choosing between two evils. For example, plowing snow to the side of the street may clean the center but it often covers sidewalks and blocks driveways. Plowing to a windrow down the center of the street may alleviate these problems, however, may create others by impeding left turns, restricting traffic flow and it can put pedestrians at risk. The purpose of this plan is to set forth the issues and to establish policy and procedural guidelines.

This plan addresses four areas of concern: Level of Service; Priorities; Operational Procedures; and Special Requests.

Level of Service is controlled by balancing resources committed to the public's willingness to pay for this service.

Setting Priorities recognizes that streets cannot all be cleared simultaneously.

Operational Procedures are aimed at implementing the plan as effectively and efficiently as possible.

Special Requests for services are an inherent part of snow and ice control efforts and must be addressed.

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I. LEVEL OF SERVICE

The range of service possibilities vary from a “curb to curb bare asphalt” removal of snow on every street, alley, sidewalk and pedestrian crosswalk in the city to a policy of “do nothing” and wait for Chinook winds to melt it. The first extreme is not within the realm of practicality and the second is unacceptable to the residents of Helena. A snow and ice control program includes varying levels of service for City streets, depending on a variety of factors such as traffic volumes, emergency access, public safety and available equipment.

The primary objective of the Street Division is to provide for the safe and orderly movement of vehicular traffic throughout the city during all weather including severe winter storms. Although City streets, including major arterials, may be temporarily closed during extremely severe conditions, the Street Division will use available resources to prevent closing or to keep the duration of closures to a minimum. Although the Street Division tries to keep all lanes of traffic moving during extreme conditions, travel may be limited to one lane of vehicular traffic in each direction.

Sidewalks, driveways and alleys are also concerns. Due to limitations on manpower and equipment and due to the large area of emergency snow routes and arterial routes to be handled the following limitations must be placed on services rendered:

1. The Street Division cannot clear sidewalks nor attempt to “dig out” private driveways.
2. The Street Division cannot sand or plow parking lots or on street parking spaces.
3. Due to the oversize width of our equipment and the fact that there is nowhere to place the plowed snow, the Street Division cannot plow or sand alleys.

Recognizing that it is not possible for the Division to remove all of the snow from the streets concurrently, the level of service to be provided is summarized below:

The Street Division shall use available resources to keep public streets in the City open for vehicular travel during all but the most severe weather conditions.

When extreme weather conditions severely restrict or halt traffic movement, the Division will operate continuously, 24 hours per day, seven days a week, cleaning streets in order of priority provided in this plan.

These operations will continue although the level of effort may decline as progress is made on the priority list until vehicular traffic movement is restored to a safe and acceptable level throughout the city.

In order to assist the efforts of the Street Division, by ordinance, property owners or building occupants are prohibited from placing snow and ice on public streets and alleys. Driveways, alleys, and parking areas in any area shall be cleared so that snow and ice from such areas are not placed in the public streets.

EXTREME WEATHER CONDITIONS

“Excessive Snowfall”

During conditions that exceed the Street Division’s capability of maintenance, private contractors will be contacted for equipment and manpower.

Contractors’ equipment used would consist mainly of motor patrols used for snow plowing operations. However, under extreme snowfall conditions, trucks and loaders could assist City operations in snow removal. In situations of extremely heavy snowfall a coordinated effort between the contractors and city personnel would be necessary. This could be done with the use of our existing emergency snow route maps and normal operating procedure using the contractor’s equipment to plow and the city equipment to follow and maintain. This effort could continue for snow removal operations if deemed necessary.

II. PRIORITIES

The City of Helena receives an annual average snow fall of 38.1 inches. Snowfall is often accompanied by winds and sub-zero temperatures. This plan recognizes that it is not possible to remove all of the snow simultaneously from all streets. Factors affecting snow and ice control operations include conditions prior to the storm, snowfall rate and accumulation, moisture content, temperature change before, after and during the storm, time of day, wind velocity, the duration of the storm, manpower and equipment availability. Priorities must be established so that major arterials and other collector streets are cleared first in order that vehicular traffic may continue to move safely and efficiently on the City's street network.

This plan establishes and defines the following priorities: (see Appendix II for maps)

Priority One: Emergency Snow Routes

Streets designated as emergency snow routes and signed as such with specific road signs placed within the street right-of-way.

The purpose of this designation and signage is to alert the public that these streets are to be kept clear of parked vehicles, which may interfere with snow and ice control operations.

Upon declaration of a snow emergency, declared by the City Manager or his designated representative, vehicles left unattended on the emergency snow route system shall be removed at the owner's expense. (Emergency Snow Route Ordinance 7-8-6)

Emergency snow routes are given priority one designation as they provide a network system for emergency snow operations.

Priority Two: Major Arterials

Streets interconnecting high volume streets and completing the major street network with particular attention to schools, hospitals and business areas.

Major street arterials are given priority two designation as they serve as a major street network within the city.

Priority Three: Selected Collector Streets

Collector streets necessary to provide access to the major arterials.

Residential

Once the storm is over and all the Priority 1, 2 and 3's are plowed and sanded the residential streets will be plowed and sanded. It will take a minimum of two days or more to plow the residential depending upon the conditions, manpower and equipment available.

After operations on Priorities One, Two and Three have been accomplished, special requests will be responded to once the need is verified by the Street Division. The response will depend on resource availability (manpower, equipment, etc.) and the back log of requests.

III. OPERATIONAL PROCEDURES

For the purpose of snow and ice control, the City is divided into eight areas: Downtown, upper East, lower East, upper West, lower West, Dogleg, Northside and Highway 12. The maps in Appendix II identify these areas.

The Street Division Supervisor will respond to advance notice of an approaching storm by taking the following steps:

- 1) Ordering plows and/or sanders to be installed on trucks;
- 2) Closely monitoring weather developments;
- 3) Scheduling the crew for round the clock response;
- 4) Alerting crews that they may be called back to work at any time due to possible weather conditions.

When snowfall or freezing rain is possible, the Street Division Supervisor will direct crews to begin operations when, in the Supervisors' opinion, one or more of the following conditions exist:

- 1) Icing of streets is occurring or likely to occur, creating a hazard to vehicular traffic;
- 2) Snowfall accumulation, which exceeds two inches (2") on emergency snow routes, is imminent or occurring;
- 3) Snowfall has accumulated on non-priority streets in amounts sufficient to halt or block traffic. This typically means an accumulation exceeding five inches (5") on the streets.

PLOWING PROCEDURES

For each of the three conditions described above, the following practices will be used:

Condition 1: Slick or icy spots will be sanded to reduce the hazard or danger to vehicular traffic. Particular attention will be given to areas near stop signs, traffic signals and hills, especially those on or adjacent to streets on the emergency snow route system.

Condition 2: When snow depth exceeds two inches, snow removal crews will commence plowing on emergency snow routes. The goal is to keep these streets open to travel so that emergency service vehicles can reach all parts of the city with minimal delay. Snow will be plowed to the curb line on emergency snow routes.

Condition 3: Plowing of residential streets will be from curb to curb. Plowing of residential streets will not typically begin until after the emergency snow routes, high traffic volume streets, hospital and public accesses, and business districts have been cleared of snow accumulation.

All plowing will normally be done by pushing snow toward the side of the street and leaving the berm approximately two feet from the curb. Care shall be exercised by operators to minimize the blocking of driveways and burying sidewalks. The Street

Division Supervisor, however, recognizes that blocking driveways and burying sidewalks is at times unavoidable. The burden is then with the property owner or occupant to clear them.

CHEMICAL DEICER

The city will use a chemical deicer (magnesium or calcium chloride) with a rust inhibitor agent in lieu of straight road salt. This material will be applied primarily in the Downtown Business District. The liquid application can occur in temperatures as low as 10 degrees Fahrenheit.

ANTI-ICING

The chemical deicer material can be applied prior to a storm (weather permitting) to prevent the bonding of ice and snow pack to the street surface. Application of this material to a dry clear street will occur on some occasions in anticipation of a predicted snowfall.

ROAD SALT

Road salt is added to our sanding materials at a 3% salt to sand ratio. This will prevent the sand from freezing and becoming unworkable. All sanding trucks are equipped with liquid dispensing tanks that apply a minimum amount of chloride to the sand. This enables the sand to stick to any icy surface.

SNOW REMOVAL

The act of plowing snow to the center of the street where it is loaded into trucks with frontend loaders is limited due to the high cost and manpower demands associated with this process. It is done selectively using the following criteria:

- Access parking
- provide additional snow storage
- facilitate traffic movements

This operation is not started until plowing and sanding of all priority routes has been completed.

IV. SPECIAL REQUESTS

Persons who have questions about snow and ice control or unsafe winter driving conditions should contact the City of Helena Street Division at 447-1566. Calls received by the Street Division during or after a winter storm will be logged in order to provide a record.

Since the Street Division receives a large number of special requests during and after a winter storm, it is not possible to dispatch snow and ice control equipment immediately upon request. The Supervisor shall substantiate special requests by means such as:

- 1) Radio messages from equipment operators, police and/or dispatch;
- 2) Information from the street foreman;
- 3) Multiple requests from the same general area.

Once a request is determined to be valid, the supervisor shall respond except in cases of extenuating circumstances. Special requests shall not be given priority over the planned schedule. The response action will depend on resource availability and the number of special requests to be dealt with.

APPENDIX II

“Immobilization/ Record Snowfall Disaster”

During a natural disaster of this nature, there will be a time frame of total immobilization throughout the city. During such an occurrence, not only are the streets impassable but many other factors will enter into the confusion such as loss of telephone, power and heat.

The most important step during a disaster of this nature would be keeping the public informed, reassuring everyone that the Street Division is working and that more equipment is on the way. Emergency travel only notifications should be broadcast and a status report as to road conditions and plowing operations should be given to the public twice daily. Vehicles should either be removed from the streets or be flagged on the antennas, as snow removal could result in some vehicles getting buried in the process.

Emergency areas would be cleared by the various agencies using the eight areas previously set as guidelines. The Street Division would be divided into two or three shifts providing a 24-hour coverage and coordination of efforts. This would enable us to provide City employees familiar with the established snow routes to direct operations in each of the eight designated areas. Contracted crews could begin snow plowing or removal efforts but they are not equipped to sand cleared streets. At this point, City employees directing the operation could provide the necessary sanding of intersections and inform a central information center as to what streets are sanded and passable to the general public. The advantages of using our own Street Division employees to direct the initial operation is their familiarity with the snow routes and the fact that they could maintain radio communication, thus allowing us to keep the public informed on the progress being made.

Snow removal efforts by private businesses may also present some problems. Our present storage area is inadequate for any type of record snowfall. Areas to be considered for storage could be:

- Batch Field and behind Bill Robert's Golf Course;
- Henderson Street ponds (no blockage of channels or culverts);
- Brady Street on the north side between the street and the channel;
- Ryan Fields;
- Fairgrounds.

Caution should be exercised when storing snow in areas of retention ponds or natural drainage areas as a sudden freeze situation could further complicate matters.

City Street Division Equipment available for Snow Plowing and Removal

2 tandem axle ten cubic yard dump trucks with plows and sanders

6 single axle five cubic yard dump trucks with plows and sanders

1 single axle deicer truck with a plow

1 single axle 1 ½ ton four wheel drive truck with plow and sander

1 single axle four wheel drive pickup truck with plow and sander

2 road graders one with a snow gate

1 snow blower

City of Helena Manpower and shift schedule

The Street crew consists of 10 full time operators and

1 full time supervisor

The Traffic Division can be called upon for support of one more operator

Beginning the winter season 2013 – 2014 the Street Division will have a pool of three (3) temporary snow plow drivers available for support.

Manpower is scheduled according to needs with shifts beginning at

4:00 am

7:00 am

3:30 pm

The Street crew can run up to 12 hour shifts 7 days a week

List of designated Snow Routes

A. East-West Streets

Gold Rush – Oaks to Saddle Drive

Hauser- Benton to west city limits

Knight – Benton to west city limits

Flowerree – Benton to west city limits

Lawrence – Monroe to Warren

Peosta – Benton to Linden

Country Club – Joslyn to city limits

Brady Street – Joslyn to Henderson
Valley- Henderson to Custer
Boulder Avenue – Helena Avenue to city limits
Airport Road – Washington Street to Carter Drive
Lode Street – California to Gold Rush
Neill Avenue – Benton to 11th Avenue
Phoenix – Montana Avenue to Oakes
Poplar – Montana Avenue to Oakes
Elm Street – Montana Avenue to Gold Avenue
Virginia Dale - Sanders to Gold Rush
Broadway - Park Avenue to Colonial Drive
Winne – Montana Avenue to Colonial Drive
6th Avenue – Park Avenue to Lamborn
11th Avenue – Fee to California
11th Avenue – Last Chance Gulch to Montana Avenue
Belt View Drive – South Oakes to Saddle Drive

B. North-South Streets:

Allison Street – Euclid to LeGrande
Beattie – 1st to Broadway
Benton Avenue – Custer to Neill Avenue
California – 11th Avenue to Lode Street
Carter Drive – US Highway 12 East to Airport Road
Cleveland – Euclid to LeGrande Cannon Boulevard
Colonial – California to Saddle Drive
Diehl Drive – Strawberry to Illinois
Grant – Euclid to LeGrande
Helena Avenue – Neill to Railroad Avenue
Henderson – Custer to LeGrande Cannon Boulevard
Idaho – 11th Avenue to Helena Avenue
Joslyn – Euclid to Brady
Lamborn – Boulder to Winne
McHugh – Custer to north city limits

Monroe – Lawrence to Euclid

Montana Avenue – Broadway to Strawberry Diehl Drive

Oakes Street – Winne Avenue to Virginia Dale

Park Avenue – Neill to Cruse

Roberts – Boulder to 6th Avenue

Rodney – Helena Avenue to Division

Saddle Drive – Broadway to Colonial Drive

Sanders – Diehl Drive to 11th Avenue

Villard – Custer to Last Chance Gulch

For Discussion as designated Snow Routes or Arterials

South Washington Street – Colonial Drive to Highland (Ambulance route)

Roberts – Boulder to Phoenix

Roberts – 6th to Lockey

Last Chance – Lyndale to 6th Avenue

North Washington Street – Cedar to Round-About

Benton – Custer to Andesite Avenue

Diehl Drive Illinois to Sanders Street

Roberts Street – Winne to Illinois

Crossroads – Highway 12 East to Alice Street

Alice Street – Crossroads to Runkle Parkway

Runkle Parkway – Alice Street to Highway 282

Joslyn – Euclid to Flowerree

Granite Street – Euclid to Knight (school)

Sanders Street – Cedar to Market Street

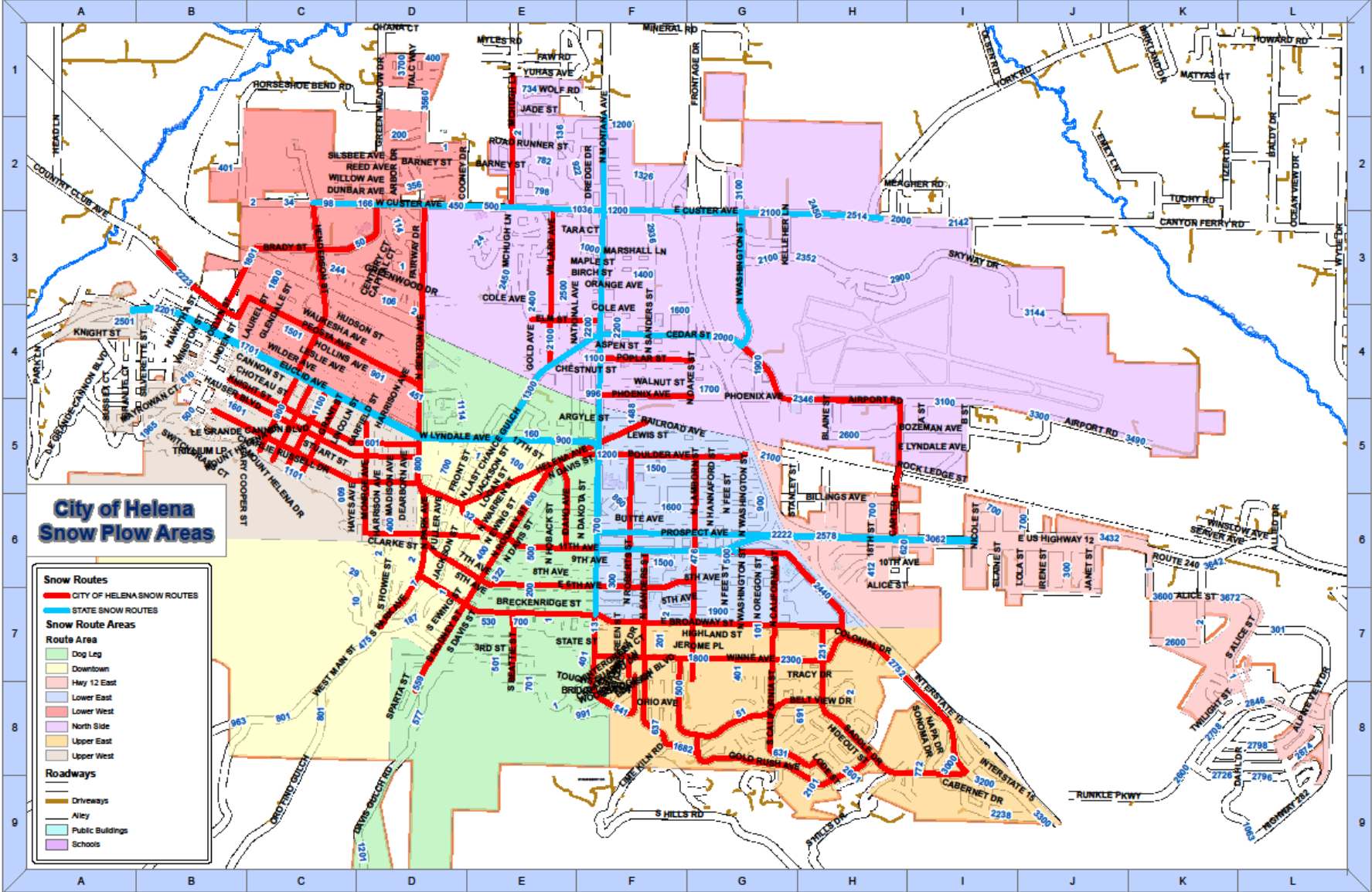
Road Runner – Montana Avenue to McHugh

Take off Snow Route Map

Roberts – Winne to Illinois

Leslie – Linden to Joslyn

Linden – Peosta to Leslie



Snow Plow Plan for 2013 – 2014

The Street Division divides the city into eight (8) areas for snow plow operators to concentrate on. We have eleven operators available within the Streets and Traffic Division. The Street Supervisor has a plow and sander on his pickup enabling him to respond to complaints of a smaller nature thus keeping the bigger trucks on their designated routes.

For the winter of 2013 -2014 we have two operators scheduled to work from 4:00 am to 12:30 pm five days a week. If there is a need for additional snow plow operators the early crew has authority to call in other operators. In anticipation of storms we will have additional operators scheduled to come out early to meet the storm. Six operators are scheduled to work 7:00 am to 3:30 pm five days a week. For the months of October thru April two operators are scheduled for a swing shift from 1:00 pm to 9:30 pm. Also, from October thru April, an operator is designated for weekend call out. If this individual needs assistance he will call out additional operators. We provide police dispatch with the call out list and the call out phone number to contact this operator. For the winter of 2013 – 2014 we have a pool of three (3) temporary employees available to assist with snow plowing and sanding if necessary.

At any time we can bring operators in early or keep operators later in the day and into the evening. It has been proven that we better serve the public with a greater response early in the morning rather than having two operators out all night on a graveyard shift. We also keep operators up to twelve hour shifts to respond to the general public and keep roads cleared at the end of the day. When we accumulate a substantial amount of snow and run out of storage space on the streets we assemble a five man crew to work a week or two of night shifts to clear streets with the grader and snow blower. The snow is hauled to a storage location near the Transfer Station. We generally clear the downtown area, the capital area, around most of the schools, St Peters Hospital area if possible and a few other trouble spots.

The Streets winter equipment list is as follows.

- | | | | | | |
|----|-----|---------------------------|-----|-----|----------------------|
| 1. | 313 | Snow plow and deicer tank | 8. | 324 | Snow plow and sander |
| 2. | 310 | Snow plow and sander | 9. | 328 | Snow plow and sander |
| 3. | 311 | Snow plow and sander | 10. | 329 | Snow plow and sander |
| 4. | 312 | Snow plow and sander | 12. | 337 | Snow Go Snow Blower |
| 5. | 316 | Snow plow and sander | 13. | 338 | John Deere Grader |
| 6. | 322 | Snow plow and sander | 14. | 303 | Snow plow and sander |
| 7. | 323 | Snow plow and sander | | | |

Your Turn Article

Winter Driving in Helena

Once again, winter approaches. To some, winter is a joy and snow is icing on the cake. For others the season is a major inconvenience. The first storm will likely catch many off guard, especially with the mild fall so far. However, the City Street Division is ready with plows, sand, deicer, a new snow blower and ten capable equipment operators. This is a good time to let you know what to expect and what the City Street Division can deliver relative to snow plowing, sanding and deicing.

During the winter season, the City runs three shifts to stay on top of ice and snow problems. Typically, there will be six operators on day shift to take care of the majority of snow plowing and deicing. Two operators will be assigned to swing shift, 1:30 pm to 9:30 pm, mostly to maintain the downtown streets. Two operators will be regularly on duty at 4:00 am to 12:30 pm. These two operators will perform street sweeping when weather permits and maintenance and snow removal from the downtown district. These operators also have authority to call out additional operators in the early morning should the need arrive.

Of course, with 160 miles of city streets, immediate attention to snow removal for all is impossible. Decades ago, knowing the limited resources available to handle the occasional snow or ice event, the City Commission approved a Snow and Ice Removal Plan. The plan has been updated over the years due to expansion of city boundaries and increased traffic. Under this plan, the first priority for snow removal, sanding and deicing are the 30 miles of “Emergency Snow Routes”. Generally these are the city arterials that provide primary access for emergency services and carry most travelers to and from work, school and shopping. These routes are marked with a distinctive blue on white sign and you can find them mapped on the City web site at www.ci.helena.mt.us/works/streets/.

Removal of snow and ice from local residential streets has last priority, although, we do try to get to some of the steeper streets and problem intersections as soon as the emergency routes are under control. Snow removal, sanding and deicing on State highway routes through town and Montana Avenue are performed by the Montana Department of Transportation.

As we are on the dry side of the Continental Divide, winter events tend to be infrequent and usually under 6-inches of snowfall. It is not uncommon for the snow to melt off as fast as it appeared. Rarely, bigger events do occur such as last February when 20 inches dumped in one storm. When that happens, the Street Division may call upon the resources of local contractors to assist with plowing, sanding and removal. This much snow requires considerable time and attention to emergency routes and the snow in the downtown area has to be loaded and hauled away as there is no place to store it. It can be several days before equipment is available to help with local streets even with the assistance of local contractors.

Here are a few tips from the Street Division for having a safe, trouble free winter in Helena:

- A good set of winter traction tires or chains is a must, especially on the hilly south side. Four-wheel drive is great, but without good traction it is useless.
- Don't wait for it to snow before you have your snow tires put on.
- Understand the location of Emergency Snow Routes to your regular destinations.
- Watch out for ice in shaded areas, in the evening when the temperature drops, in the morning when the temperatures are still cold, at night when visibility is poor and any other time of day.
- Drive slowly and be patient. Being a little late is better than not arriving at all.
- Give some additional distance between yourself and the car in front.
- Even with sand and deicer applied to an intersection, it can still be slick.
- If possible, have an alternative route with less steep streets.
- Call HATS, 447-1580, for transportation alternatives. City buses have chains. The cost is reasonable and they can pick you up at your door and deliver you home again.

Helena is a wonderful sight with a blanket of fresh snow and bright sunshine. We'll do our best to keep the streets drivable so you can enjoy the season.

Randall Camp, Public Works Director

UTILITY INSERT
NOVEMBER 2013
AND
JANUARY 2014

CITY OF HELENA STREET DIVISION SNOW REMOVAL

The primary objective of the City Street Division is to provide for the safe and orderly movement of vehicular traffic throughout the city during all weather conditions including severe winter storms. Setting priorities recognizes that streets cannot all be cleared simultaneously. Priority Designation for snow plowing is as follows:

**(1) Designated Emergency Snow Routes (2) Major Arterials (3) Selected Collector Streets
(4) Residential Streets**

Due to limitations of manpower and equipment and the large area of emergency snow routes and arterial routes the Street Division cannot clear driveways, parking lanes, alleyways or sidewalks. Plows will maneuver two feet from curbs in an attempt not to bury sidewalks or obstruct mail boxes. To view the Emergency Snow Routes Map go to www.helenamt.gov click on Departments, Public Works, Streets, Winter, Snow Routes Map (PDF).

Title 7 – Chapter 8 – Section 7-8-8 of the City Codes states: It shall be unlawful for any property owner or other person, business or corporation to shovel, plow or place snow on public streets, highways, alleys or sidewalks in such a manner as to create a hazard or potential hazard for pedestrians or automobiles.

If you have any questions or concerns regarding snow removal, please give us a call at 447-1566.



City of Helena

SIDEWALK SNOW AND ICE REMOVAL

The City of Helena reminds everyone who owns, rents, or leases property abutting any city sidewalk that it is your duty to keep the sidewalks clear of any snow, ice, or other obstructions. Please help make Helena a safer place to walk by doing your part to keep the sidewalks clear for pedestrians.

If you wish to report a complaint, contact the Code Enforcement Officer by phone at 447-8458 or by email at gdige@helenamt.gov. To expedite the complaint process, provide the location of complaint, preferably a street address, and take pictures of the violation. Submit these to the Code Enforcement Officer by hand delivery or mail to Code Enforcement 316 N. Park Ave. Room 405 Helena, MT 59623 or by email at the address listed above.

Winter Road Maintenance Comparison



Montana Sanding & Plowing

Billings

Bozeman

Butte

Great Falls

Helena

Kalispell

Missoula

City Comparison & Assets

City	2010 Census Population	Annual Snowfall (Inches) *Data from NOAA	Paved Streets (Miles)	Equipment Operators	Average Miles per Operator	Graders	Snow Plows/	Sanders	Liquid Deicer Trucks	Front End Loaders	Priority Tiered Plowing Policy
Billings	104,170	55.0	512	25	20.5	3	15	3		Yes	
Bozeman	32,280	91.0	200	10	20	3	5	2	2	Yes	
Butte/Silverbow	33,525	62.2	*400	7	57.1	5	7	3	2	Yes	
Great Falls	58,505	63.1	*City & County 297	18	16.5	3	8		2	Yes	
Helena	28,190	38.1	211	10	21.1	2	10	1	1	Yes	
Kalispell	19,927	58.3	148.3	10	14.8	3	9	2	3	Yes	
Missoula	66,788	37.9	416	25	16.6	2	7	5		Yes	

Prioritized Snow Plowing Policy by City:

Billings

Priority 1:

Emergency Snow Routes

Priority 2:

Main Arterial Streets

Priority 3:

Secondary Streets

Residential

No Snow Plowing is done in residential areas. Sanding is limited to controlled intersections & steep hills only.

Bozeman

Priority 1:

Emergency Snow Routes

Priority 2:

Main Arterial Streets: High volume traffic streets: special attention to schools, hospitals & business areas.

Priority 3:

Selected Collector Streets and Commercial Areas: Transit Routes and other collector streets to the major arterials. Streets with Business & Commercial development.

Residential

After the end of the storm with accumulations of more than 4" and Priority ONE, TWO & THREE have been plowed and sanded, residential areas will be plowed with graders with snow gates. When there is a lot of snow, some may end up in the driveway.

We do the best to minimize the amount of snow that may be plowed into your driveway or mail box. The street division is not responsible for clearing snow from driveways, mailboxes or sidewalks.

Butte

Priority 1:

Primary Emergency Snow Routes

Priority 2:

Secondary Streets: Schools & Businesses

Priority 3:

Essential Service Routes

Residential

Residential areas are not plowed. Intersections are sanded or de-iced. As Butte Silverbow is also responsible for maintaining rural roadways, it is not possible to plow residential areas.

Great Falls

Priority 1:

Emergency Snow Routes. These streets provide a network system throughout the city for emergency services operations. They are marked by road signs throughout the city.

Priority 2:

Streets interconnecting with high volume streets and completing the major street network with particular attention to schools, hospitals and business areas.

Priority 3:

Selected Collector Streets. These streets include mass transit routes and other collector streets necessary to provide access to major arterials.

Residential

Most residential streets and others not mentioned in Priority one, two or three. These streets are not normally cleared unless impassable. After clearing of the other priorities, special requests as manpower, equipment, are available. The plowing will normally be done by pushing snow toward the side of the street. Care shall be exercised by operators to minimize the blocking of driveways and burying of sidewalks. The Street Maintenance Division Supervisor, however, recognizes that blocking driveways and burying sidewalks is at times unavoidable.

The burden is then with the property owner or occupant to clear them.

Helena

Priority 1:

Specific streets within the city limits are designated as emergency snow routes and signed as such with specific road signs placed within the street right-of-way. The purpose of this designation and signage is to alert the public that these streets are to be kept clear of parked vehicles, which may interfere with snow and ice control operations. Upon declaration of a snow emergency, declared by the City Manager or his designated representative, vehicles left unattended on the emergency snow route system shall be removed at the owner's expense. (Emergency Snow Route Ordinance 7-8-6). Emergency snow routes are given priority one designation as they provide a network system for emergency snow operations. Steep Hills and busy intersections that are adjacent to the snow routes are routinely taken care of while attending to emergency snow routes, keeping operations as efficient as possible.

Priority 2:

Streets interconnecting high volume streets and completing the major street network with particular attention to schools, hospitals and business areas. Major street arterials are given priority two designation as they serve as a major street network within the city.

Priority 3:

Selected Collector Streets: necessary to provide access to the major arterials.

Residential

After operations on Priorities One, Two and Three have been accomplished, Residential areas will be plowed and sanded. Once work on the residential areas has begun it will take a minimum of two days to plow and sand these areas depending on severity of the storm, resource availability (manpower, equipment, etc.) and backlog of requests. If you have a special request or if your street has not been plowed after a storm, call the Street Division Office, 447-1566.

State Routes

The City of Helena has numerous Montana State Highway routes through town and these routes are the responsibility of Montana Department of Transportation for maintenance.

Kalispell

Snow Routes: A primary system of unmarked snow routes has been established for effective snow removal on the collector and arterial system. The snow routes are divided into first priority and second priority routes.

Priority 1

Any hour service by the Street Division for first priority snow routes.

Priority 2:

To receive immediate attention following plowing of first priority routes.

Residential

Plowed within 48 hours of the end of snowfall in excess of 3 inches. Less than 3 inches will not be plowed from residential streets unless drifting occurs.

Alleys: Alleys will not be plowed except to maintain essential City services.

Plowing & Parking in Residential Areas:

Snow plowing will proceed in the following sequence: In central Kalispell plow operators will clear Avenues on Sunday, Monday, Wednesday, and Friday. Plow operators will clear snow from Streets on Tuesday, Thursday, and Saturday. If you must park your vehicle on the public street then you are requested to park on the nearest adjacent Street or Avenue on the days when plows are operating. For the most part the affected areas are those with numbered Streets and Avenues that comprise the older central core of residential Kalispell. Other residential areas, typically South of 18th Street, East of Woodland Avenue, West of Meridian Road, and North of Colorado Street, where off-street parking is more abundant, are not impacted by the request to move vehicles between Streets and Avenues. However, snow clearing in these outlying areas will be greatly improved if on-street parking is held to a minimum.

Please note: Plow operators will attempt to clear snow from curb to curb. Where access to the curb line is blocked by parked cars the vehicle owner should expect snow to accumulate around the parked car as the plow passes the vehicle. City crews will try to avoid plowing snow against a parked vehicle. However, if it does happen they will not be able to assist in removing the piled snow.

Missoula

The Plan divides the City streets into three categories, (as illustrated on the Priority Map on website)

Priority 1, Priority 2, and Priority 3 streets. The priorities are selected on the basis of traffic volumes, steepness of hills, public transit routes, proximity to schools, access to businesses, and low-volume residential streets

Residential

Upon cessation of snowfall and the completion of the plowing and sanding/deicing of the priority routes, plowing of residential streets may be conducted between the hours of 8:00 a.m. and 5:00 p.m. (*Note: Hillside residential and other problem streets may be plowed at other hours dependent upon available time*). This will give residents adequate time to remove cars from the street if possible. Vehicles parked on streets will be plowed around if they are not removed from the street. City crews will not remove snow berms deposited in front of driveways, mailboxes or around cars parked in streets unless the berms are substantially higher than adjacent berms. Plowing of residential streets may be done after all priority streets (see maps in Appendix F) are completed and if an accumulation of four (4) inches of snow remains. The Street Superintendent and the Public Works Director will evaluate street conditions and make final determination if plowing residential streets will be done.

Frequently Asked Questions: (FAQ)

Q. How do I know if I live on an Emergency Snow Route?

A. Emergency Snow Routes are signed with Manual on Uniform Traffic Control Devices (MUTCD) signs. (See illustration below.) You may view a map of the Emergency Snow Routes on the City's Website. * If you are unable to open this link, please call the Street Division Office, 447-1566. We are happy to help.



MUTCD Emergency
Snow Route Sign

Q. I am not physically able to remove the snow berm left in front of my driveway. Is there any help available?

A. Please call the Street Division Office, 447-1566. There are options available to assist you.

Q. Does the Street Division plow alleys?

A. No, due to limited resources, the Street Division does not plow or sand alleys. In some cases at resident request we do provide sand and sand barrels for residents to use at will. We also make sand available at the City shop complex located at 3001 East Lyndale Avenue.

Q. Why doesn't the Street Division plow the berm away from my driveway and my mailbox?

A. There are thousands of driveways and mailboxes in the City and with the resources available it is not possible for the Street Division to clear them. If the Street Division did take the time to clear in front of driveways and mailboxes there would be much less time to plow the streets.

Q. My condominium is located on a private drive, who is responsible for plowing and sanding ?

A. Private roads, parking lots and driveways are the responsibility of the owner. If you have a home owners or condominium association, there may be a contractor hired to plow and sand.

Helena City Code

Chapter 8 SNOW AND ICE

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7-8-1: SNOW AND ICE:

During the time of year when the fall of snow creates or tends to create obstructed sidewalks or creates slippery sidewalks, it shall be the duty of every owner, lessee or occupant of premises in front of and/or to the side of which there is a sidewalk, to remove said snow, ice or obstruction within reasonable time after said snow has been deposited thereon, so as to avoid the walks becoming treacherous or dangerous to the users of sidewalks in the city. (Ord. 2025, 1-24-1977)

7-8-2: DECLARATION; TRAFFIC EMERGENCY:

Whenever snow has accumulated, to such a depth that snow removal operations will be required, the city manager or in the absence of the city manager, the chief of police, may declare a traffic emergency. (Ord. 2112, 1-8-1979)

7-8-3: PARKING; SNOW ROUTES:

Until such traffic emergency is terminated it shall be unlawful to park a vehicle on any street designated an emergency snow route as set forth in section [7-8-6](#) of this chapter. (Ord. 2112, 1-8-1979)

7-8-4: NOTICE; PARKING EMERGENCY TERMINATION:

Upon declaring a traffic emergency the city manager shall forthwith cause appropriate notice thereof to be given through the local press, radio and other media. The parking emergency shall be terminated by notice given substantially in the same manner as the parking emergency was declared. (Ord. 2112, 1-8-1979)

7-8-5: REMOVAL; PARKED VEHICLES:

All vehicles parked on emergency snow routes must be removed within two (2) hours after notice of a traffic emergency has been given. Any vehicle parked on an emergency snow route after such period of time may be removed or caused to be removed by a police officer to the nearest garage or other place of safety, and the vehicle may not be recovered until the towing and storage charges are paid by the owner or operator of the vehicle. (Ord. 2326, 12-5-1983)

7-8-6: EMERGENCY SNOW ROUTES; ESTABLISHMENT; SIGNS:

The following streets are hereby established as emergency snow routes within the city:

A. East-West Streets:

Airport Road - Carter Drive to Washington Street.

Belt View - Oakes to Saddle Drive.

Boulder - Helena Avenue to Washington.

Brady - Joslyn to Henderson.

Broadway - Park Avenue to Colonial Drive.

Country Club - Joslyn to west city limits.

Diehl Drive - Illinois to South Montana Avenue.

Elm - Montana Avenue to Gold Avenue.

Floweree - Benton to west city limits.

Gold Rush - Oakes to Saddle Drive.

Hauser - Benton to west city limits.

Knight - Benton to west city limits.

Lawrence - Monroe to Warren.

Leslie - Linden to Joslyn.

Lode Street - California to Gold Rush.

Neill Avenue - Benton to 11th Avenue.

Peosta - Benton to Linden.

Phoenix - Montana Avenue to Oakes.

Poplar - Montana Avenue to Oakes.

Valley - Henderson to Custer.

Virginia Dale - Sanders to Gold Rush.

Winne - Montana Avenue to Colonial Drive.

6th Avenue - Park Avenue to Lamborn.

11th Avenue - Fee to California.

11th Avenue - Last Chance Gulch to Montana Avenue.

B. North-South Streets:

Allison - Euclid to LeGrande.

Beattie - 1st to Broadway.

Benton Avenue - Custer to Neill Avenue.

California - 11th Avenue to Lode Street.

Carter Drive - U.S. Highway 12 east to Airport Road.

Cleveland - Euclid to LeGrande.

Colonial - California to Saddle Drive.

Grant - Euclid to LeGrande.

Henderson - Custer to LeGrande.

Idaho - 11th Avenue to Helena Avenue.

Joslyn - Euclid to Brady.

Lamborn - Boulder to Winne.

Linden - Peosta to Leslie.

McHugh - Custer to north city limits.

Monroe - Lawrence to Euclid.

Montana Avenue - Broadway to Diehl Drive.

Park Avenue - Neill Avenue to Cruse.

Roberts - Boulder to 6th Avenue.

Rodney - Helena Avenue to Division.

Saddle Drive - Broadway to Colonial Drive.

Sanders - Diehl Drive to 11th Avenue.

Villard - Custer to Last Chance Gulch.

The public works department shall cause appropriate signs to be installed along each of said streets designated as emergency snow routes. (Ord. 3105, 1-12-2009)

7-8-7: UNLAWFUL SIGHT OBSTRUCTION:

Notwithstanding other provisions of this title, snow piles from the plowing or removal of snow shall not be allowed to exceed a height of two and one-half feet ($2\frac{1}{2}$ ') from street grade for a distance of fifty feet (50') from an intersection. (Ord. 2309, 7-11-1983)

7-8-8: UNLAWFUL HAZARD TO PEDESTRIANS OR AUTOMOBILES:

It shall be unlawful for any property owner or other person, business or corporation to shovel, plow or place snow on public streets, highways, alleys or sidewalks in such a manner as to create a hazard or potential hazard for pedestrians or automobiles. (Ord. 2309, 7-11-1983)

7-8-9: UNLAWFUL HAZARD TO DRIVERS:

In no case may snow be piled or placed in such a manner that it impedes the vision of a driver of a vehicle approaching a street, alley or driveway intersection with another vehicle traveled area. (Ord. 2309, 7-11-1983)

7-8-10: PENALTY:

Any person, property owner, business or corporation found to be in violation of this chapter will be subject to a maximum penalty of fifty dollars (\$50.00) for each violation. (Ord. 2309, 7-11-1983)