



Stagecoach Trail 30% Design Update

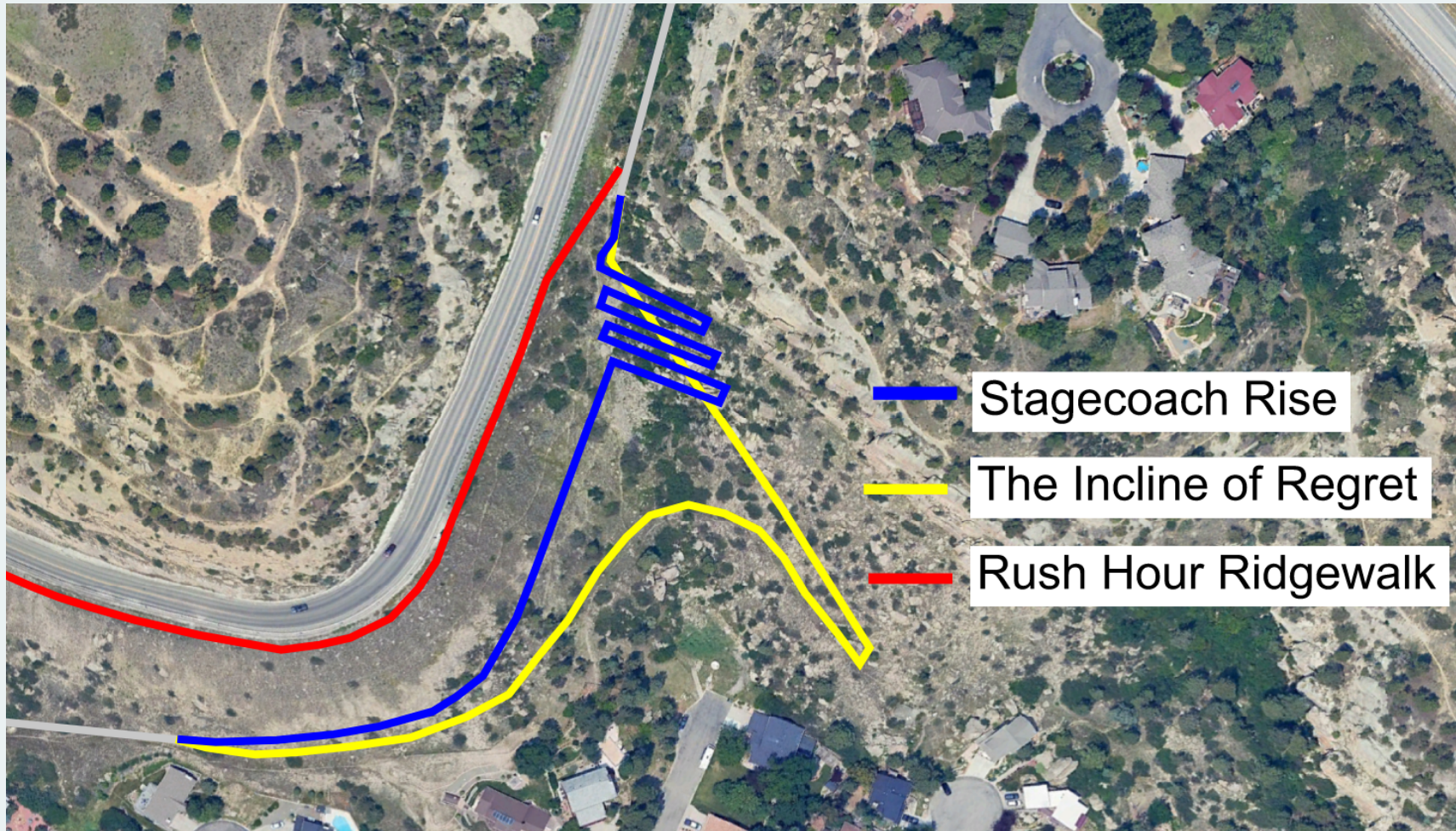


Budget Reminder

Funding Summary

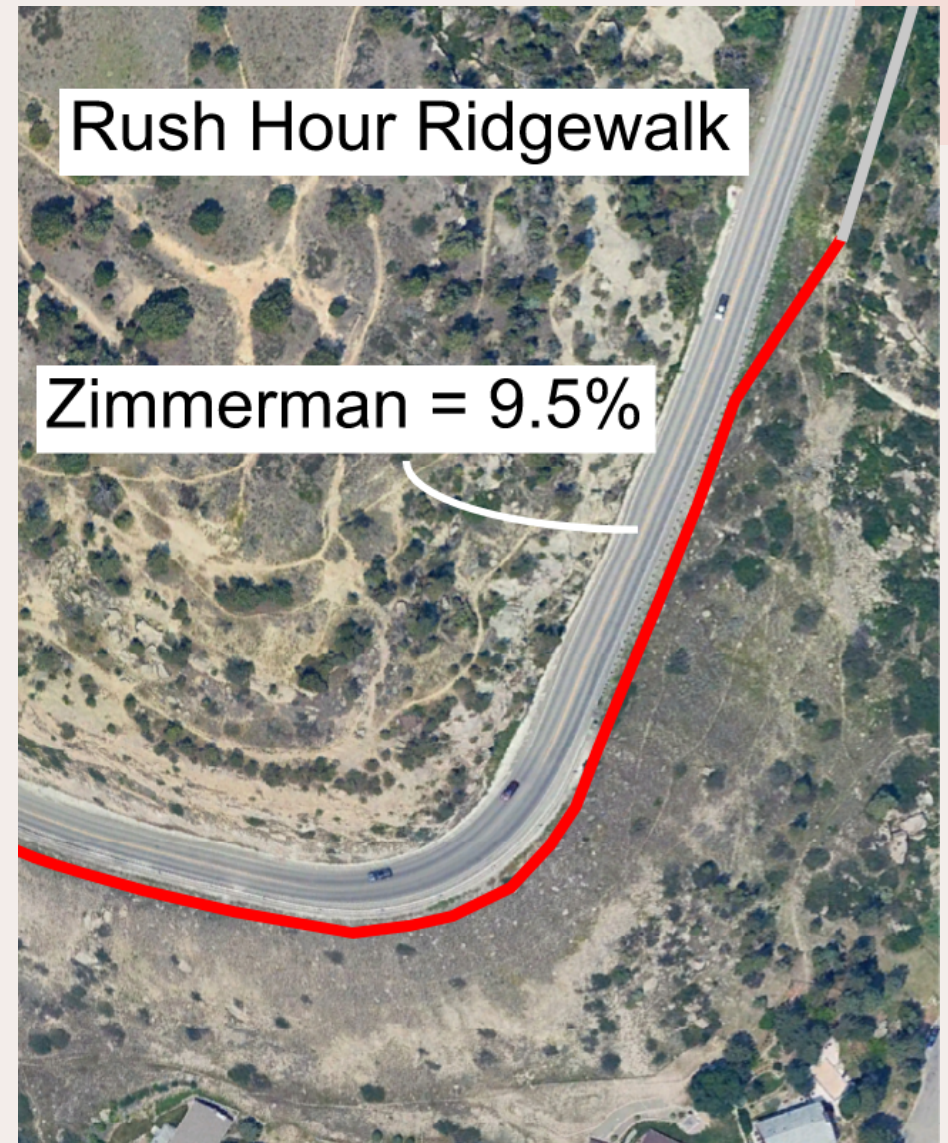
- \$4.8M Transportation Alternatives Grant
- City Match Sources:
 - Billings Trailnet - \$100k
 - Trails Stewardship - \$100k
 - Parks and Recreation/General Fund - \$543,875
- Remaining Construction Budget \$4,754,289

Routes to Gain 120 Feet



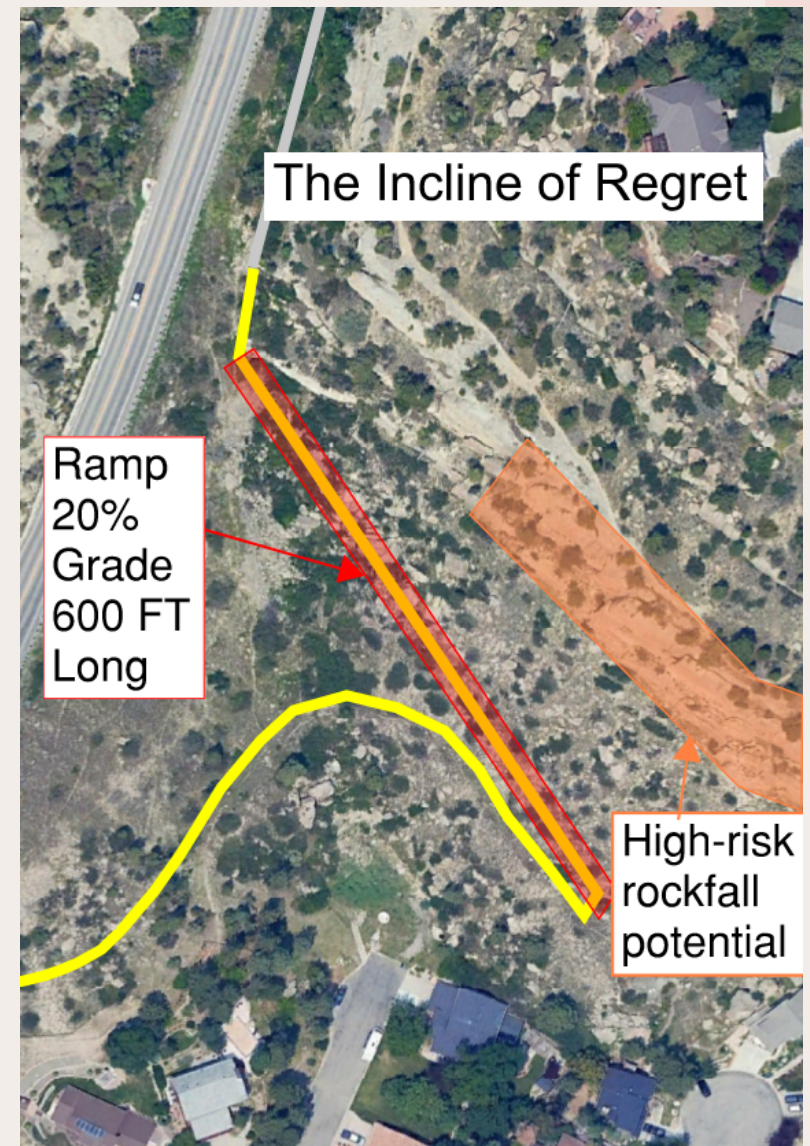
Rush Hour Ridgewalk

- Max Grade: ~9.5% matches Zimmerman
- Costly retaining walls out in fill = \$\$\$
 - Feasible for slope stability?
- Partial shutdowns of Zimmerman Trail during construction
- Reduced user experience due to nearby vehicular traffic
- Order-of-Magnitude Cost ~ \$7.3M—More?



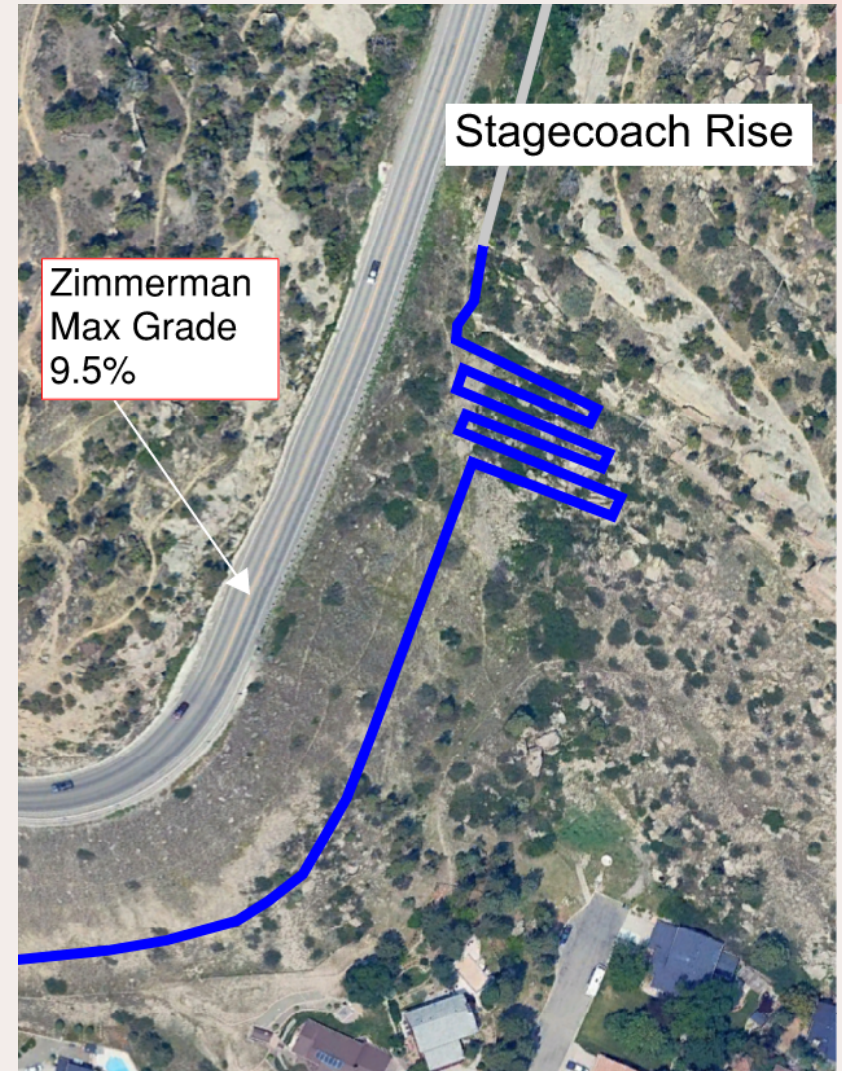
The Incline of Regret

- Max Grade: ~20% for 600 feet (120 Foot Rise)
- Rock Fall Risk: Exposure to high-risk rock face
 - Large block failure potential
 - High frequency / high energy events
- Property Impacts: Proximity concerns at switchback; anticipated landowner pushback
- Order-of-Magnitude Cost ~ \$5.9-7.9M



Stagecoach Rise

- Max Grade: ~8.5% on ramps (90-foot rise in 1150 feet)
 - Less than steepest part of Zimmerman – 9.5%)
 - Steepest Swords Park Trail 8% (1/3 mile long)
- Landings: 15 feet x 20 concrete at switchbacks
- Rock Fall Risk:
 - Smaller block failure potential
 - Natural rockfall protection from catch benches and top ditch grading
- Order-of-Magnitude Cost ~ \$5M
- Least steep, most affordable option

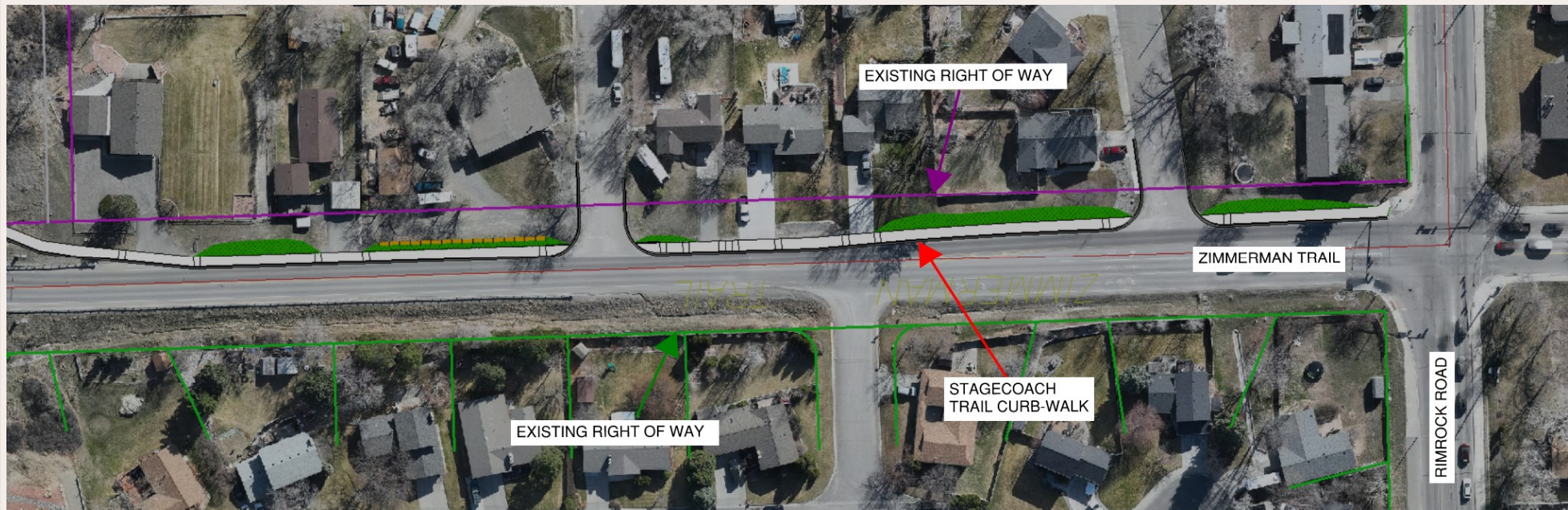


Swords Park for Comparison

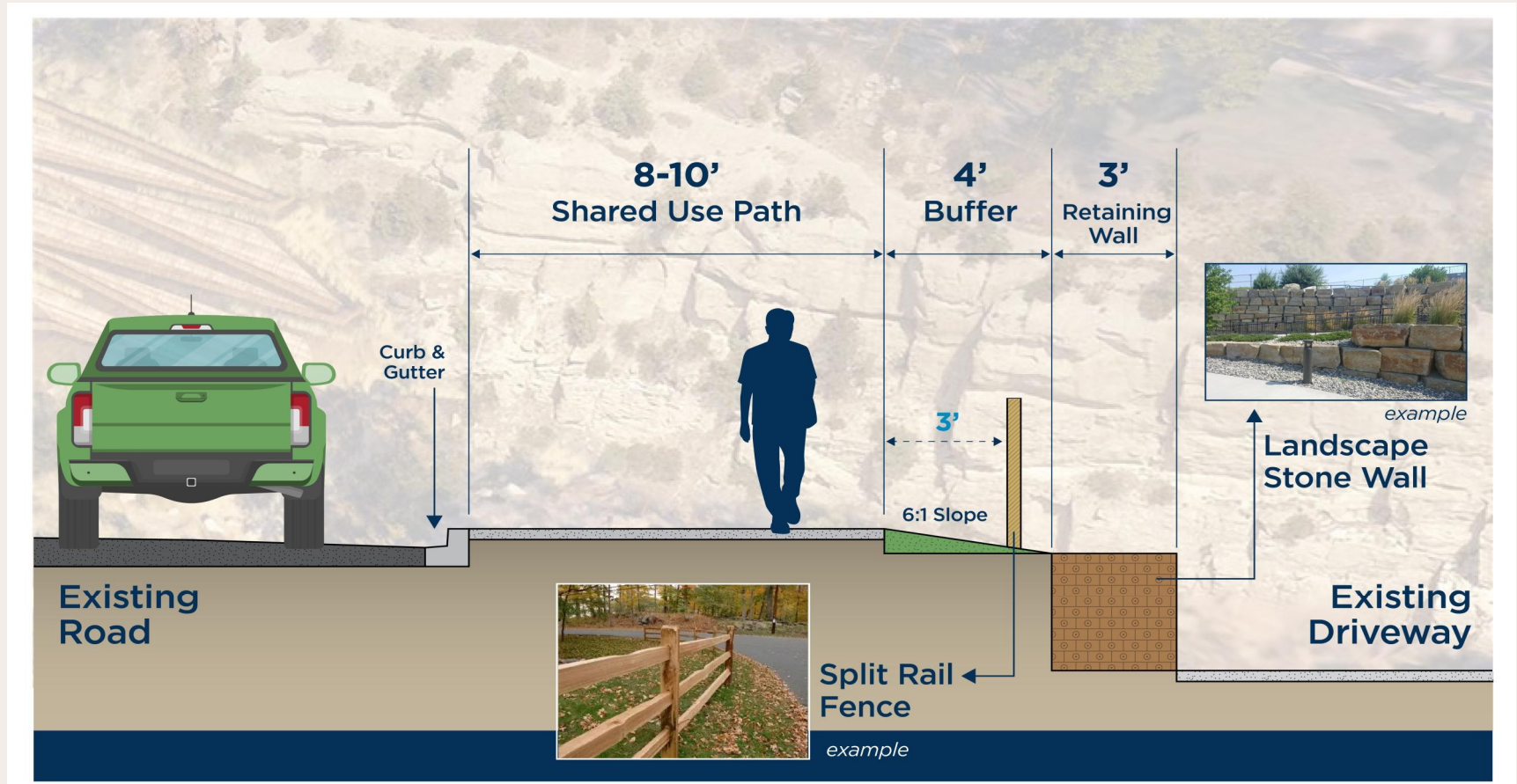
- Grade: ~8%
- 1/3 Mile



Lower Trail Along the Frontage of Zimmerman Trail



Lower Trail Along the Frontage of Zimmerman Trail



Public Input – Key Themes

Meetings

- Friends of Trailnet Meeting – November 12, 2025
- Rimrock Task Force Meeting – November 19, 2025
- Individual property owner meetings

Primary Comments

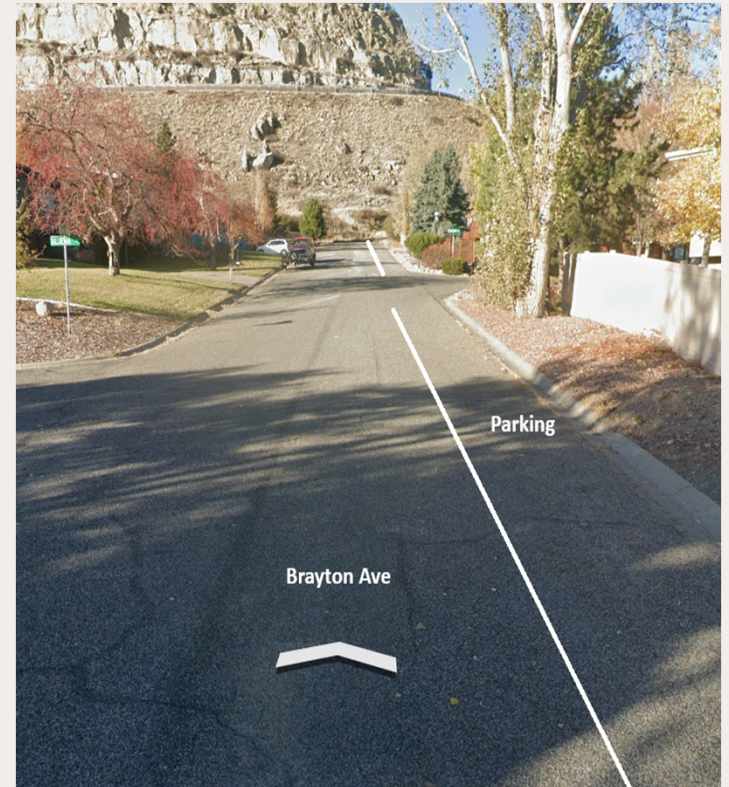
- **Parking:** Location, additional parking, traffic concerns
- **Maintenance:** ~\$8k/mile annually (≈ 1.2 miles)
- **Funding:** Project cost and ability to build with current budget
- **Privacy:** Trail is above homes--visibility

Potential Streetside Parking

- Brayton Avenue
 - East side faces rear of properties with no driveways
 - End of street is open to access trail
- Flora Avenue
 - South side mostly without approaches

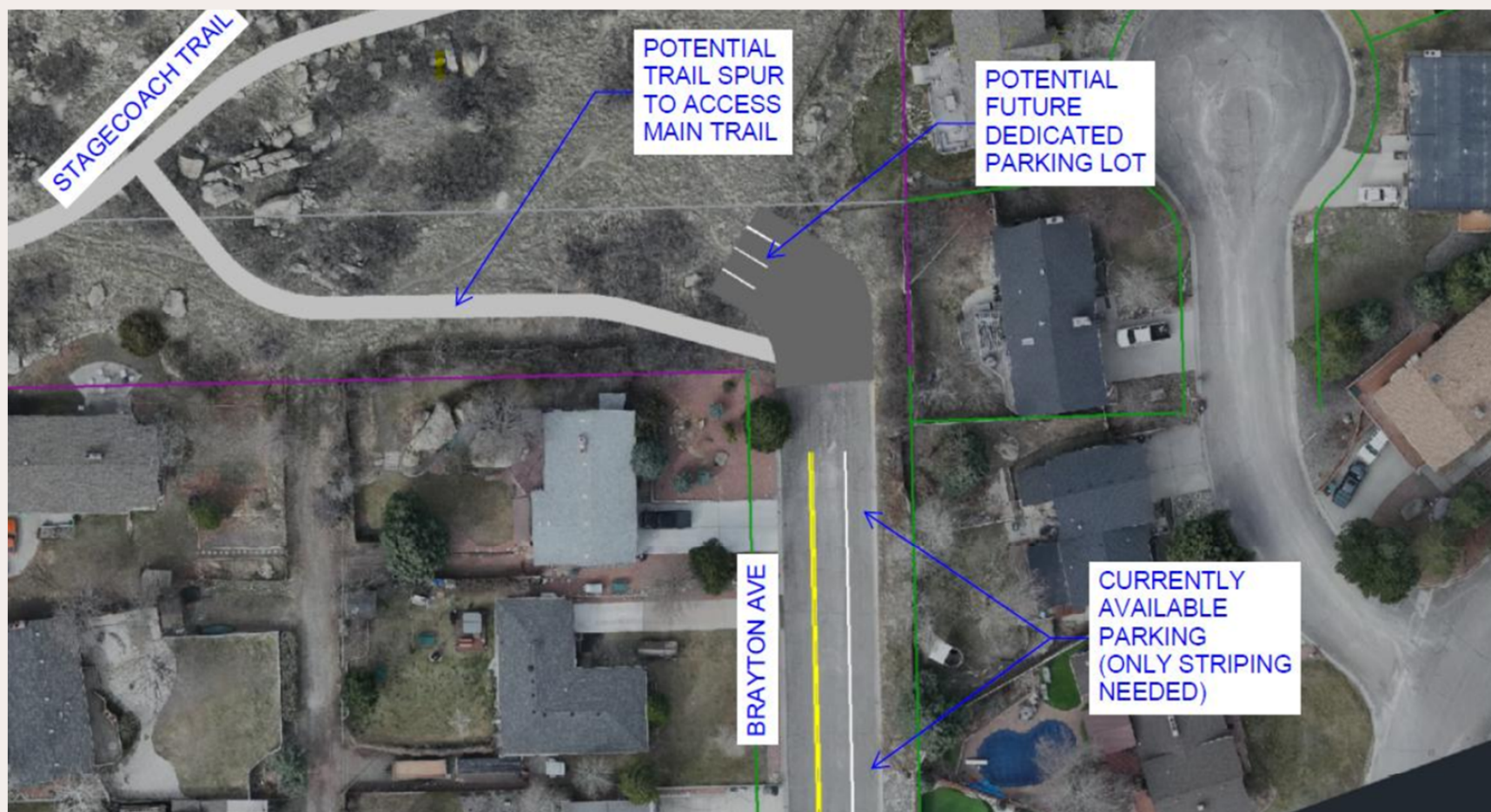


Flora Avenue

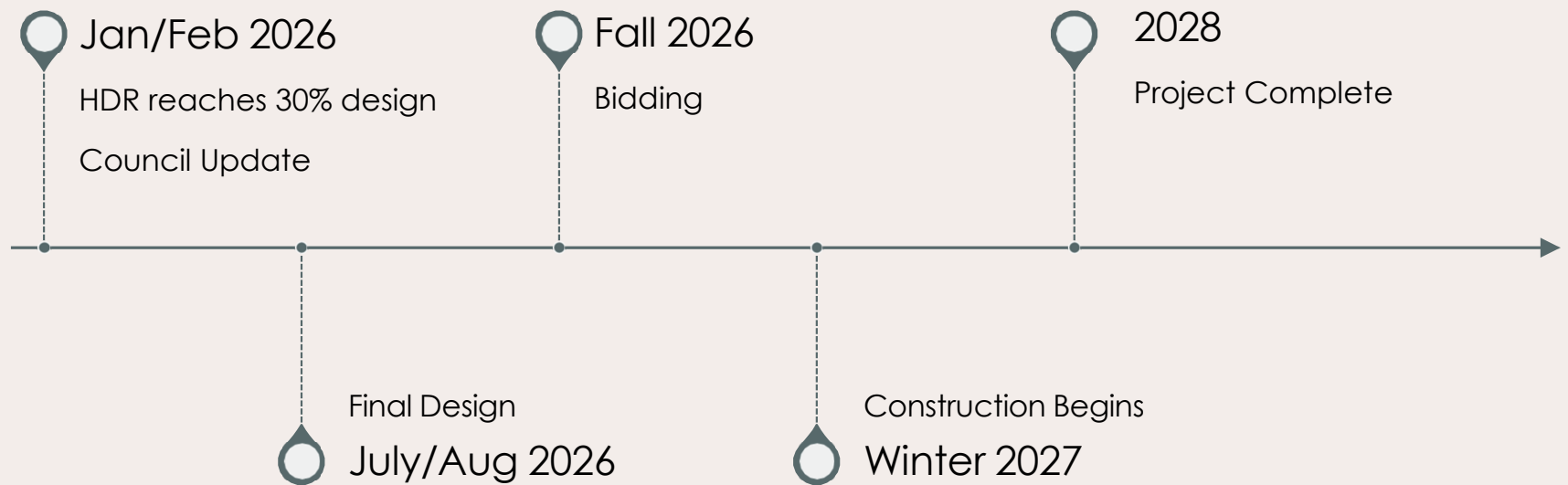


Brayton Avenue

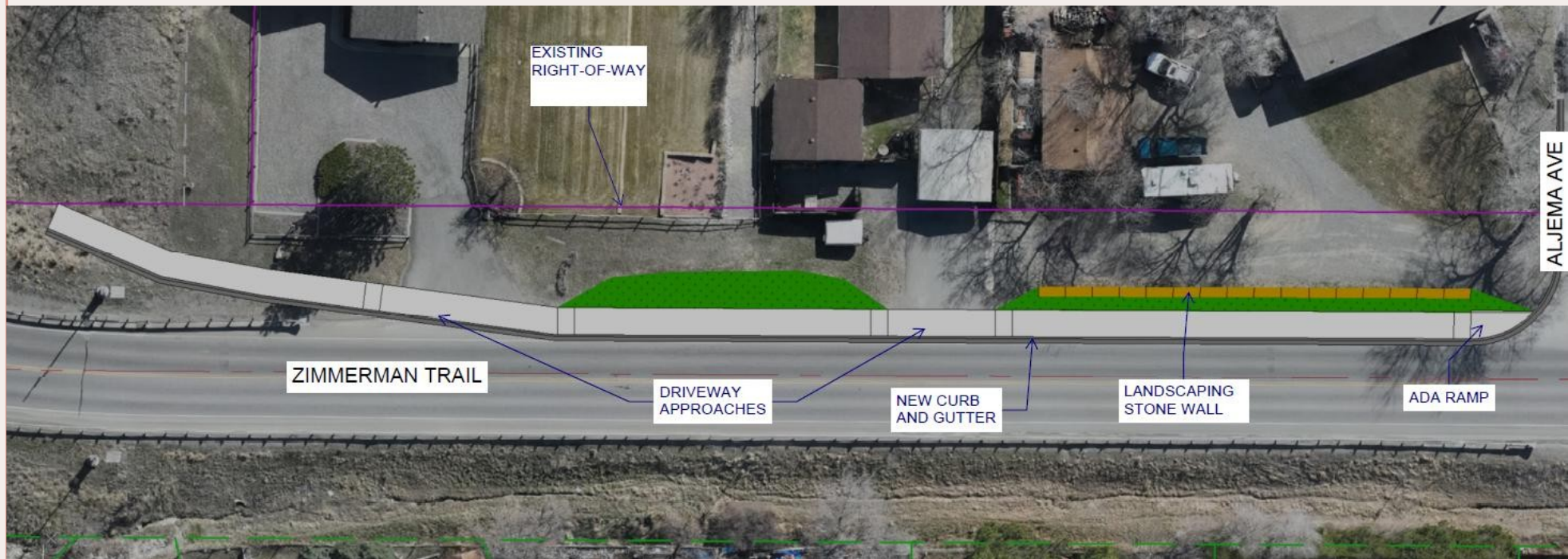
Future Parking Lot? – End of Brayton Ave



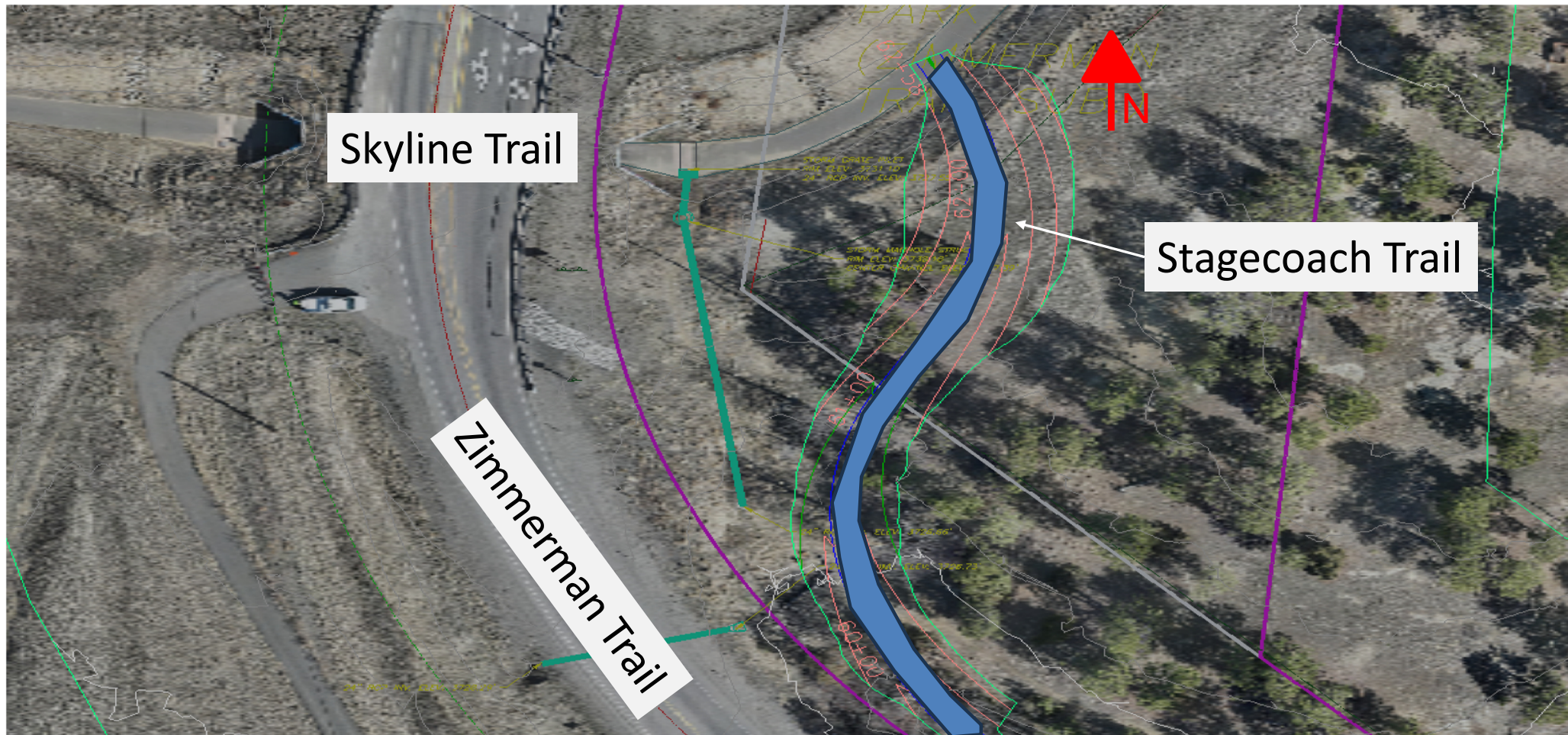
What's Next?



Questions and Discussion







CONNECTION OF STAGECOACH TRAIL AT SKYLINE TRAIL



ZIMMERMAN TRAIL

STAGECOACH TRAIL

POTENTIAL
FUTURE BUILD

EXISTING
RIGHT OF WAY

BRAYTON
AVE.
TERMINATION

BRAYTON AVE.

NOLANA DRIVE

LOT 5

LOT 6

LOT 7A

AVENUE