



Stagecoach Trail 30% Design Update

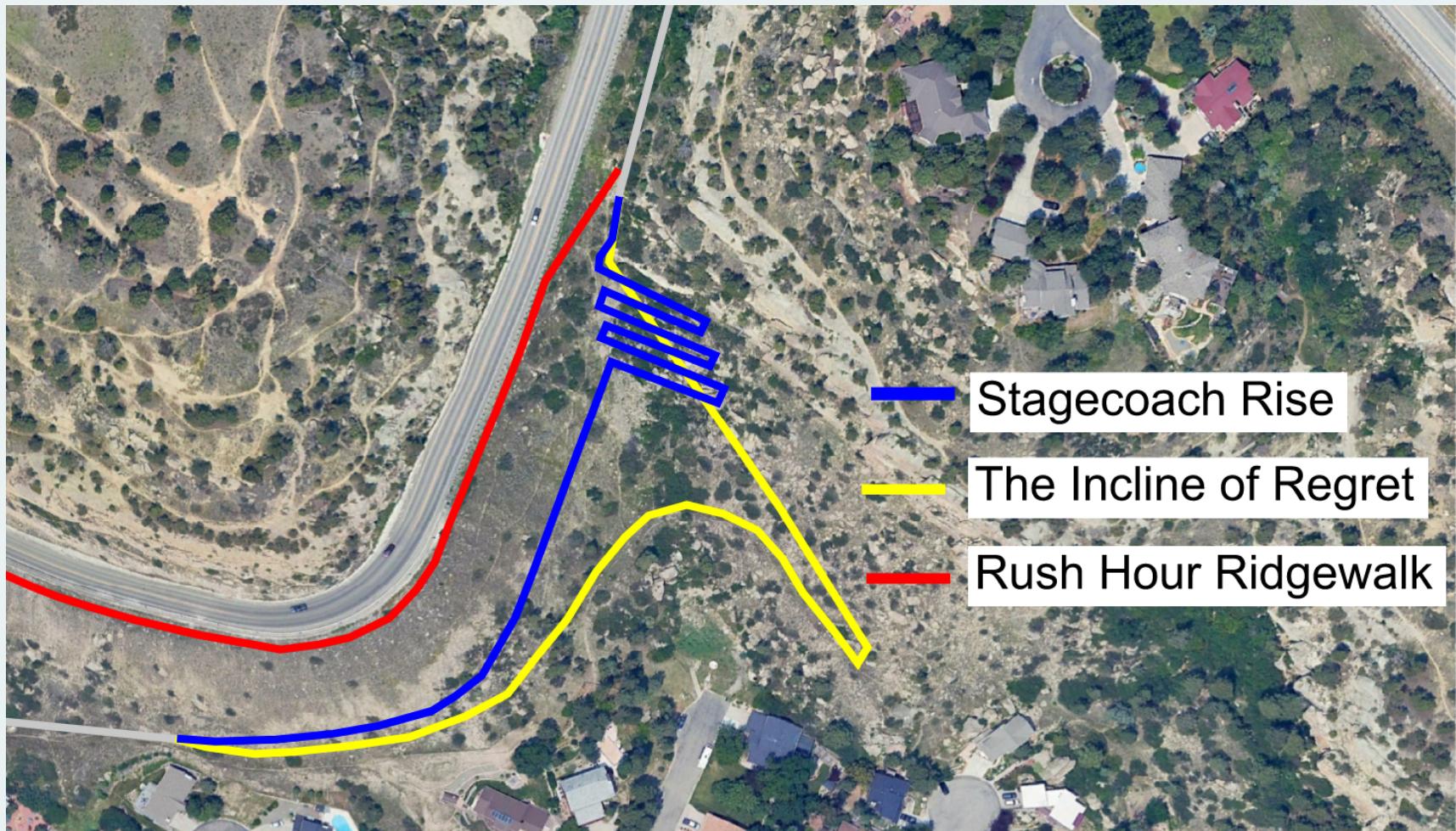


Budget Reminder

Funding Summary

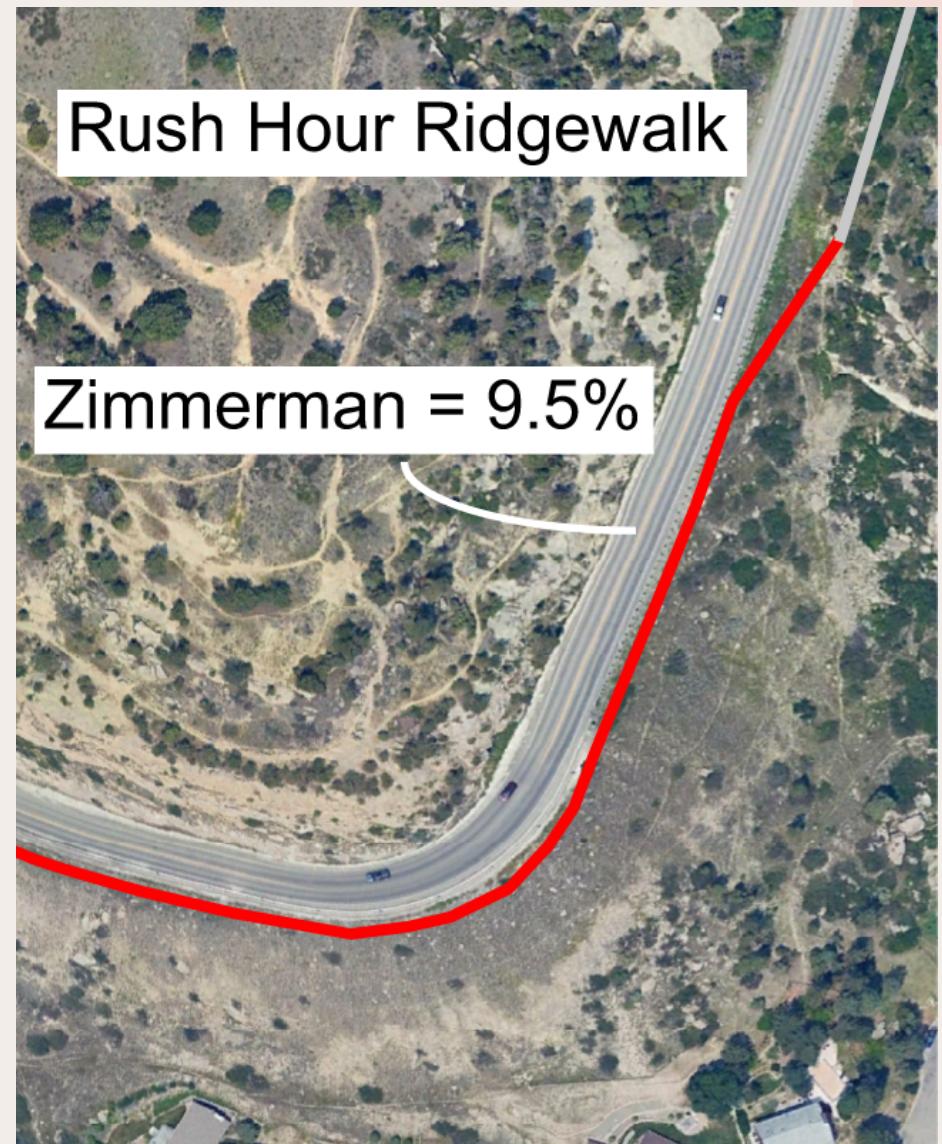
- \$4.8M Transportation Alternatives Grant
- City Match Sources:
 - Billings Trailnet - \$100k
 - Trails Stewardship - \$100k
 - Parks and Recreation/General Fund - \$543,875
- Remaining Construction Budget \$4,754,289

Routes to Gain 120 Feet



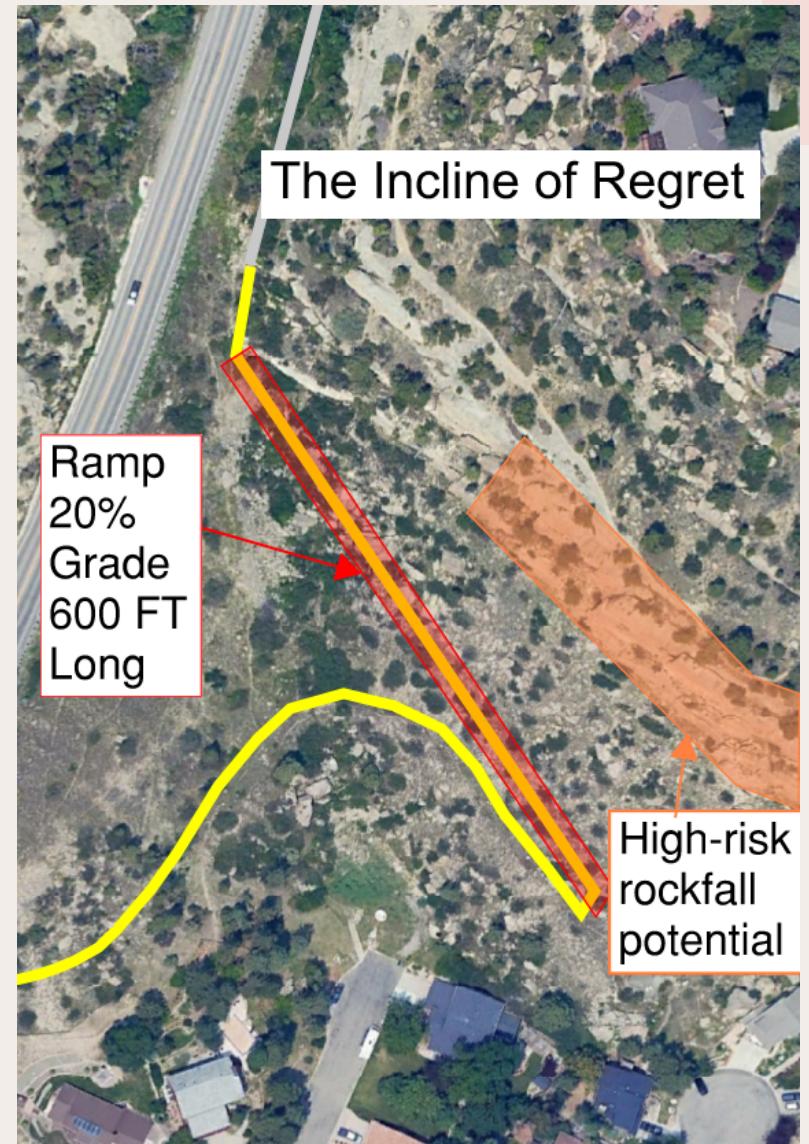
Rush Hour Ridewalk

- 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?



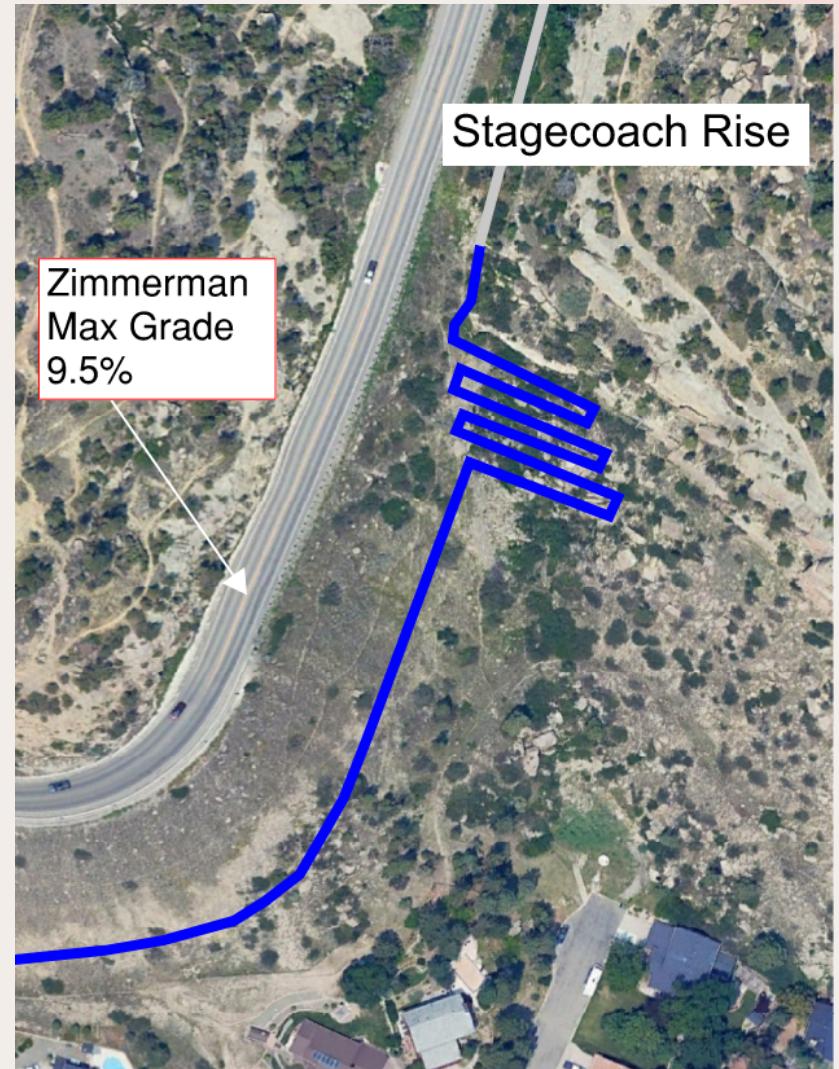
The Incline of Regret

- 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**

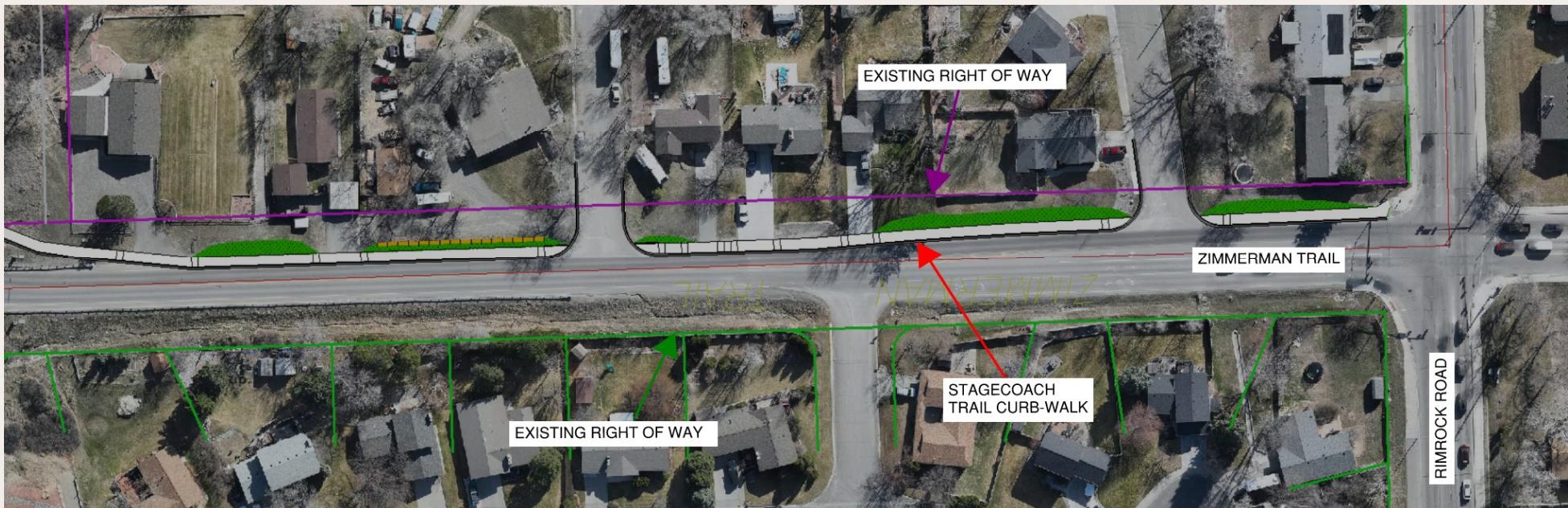


Swords Park for Comparison

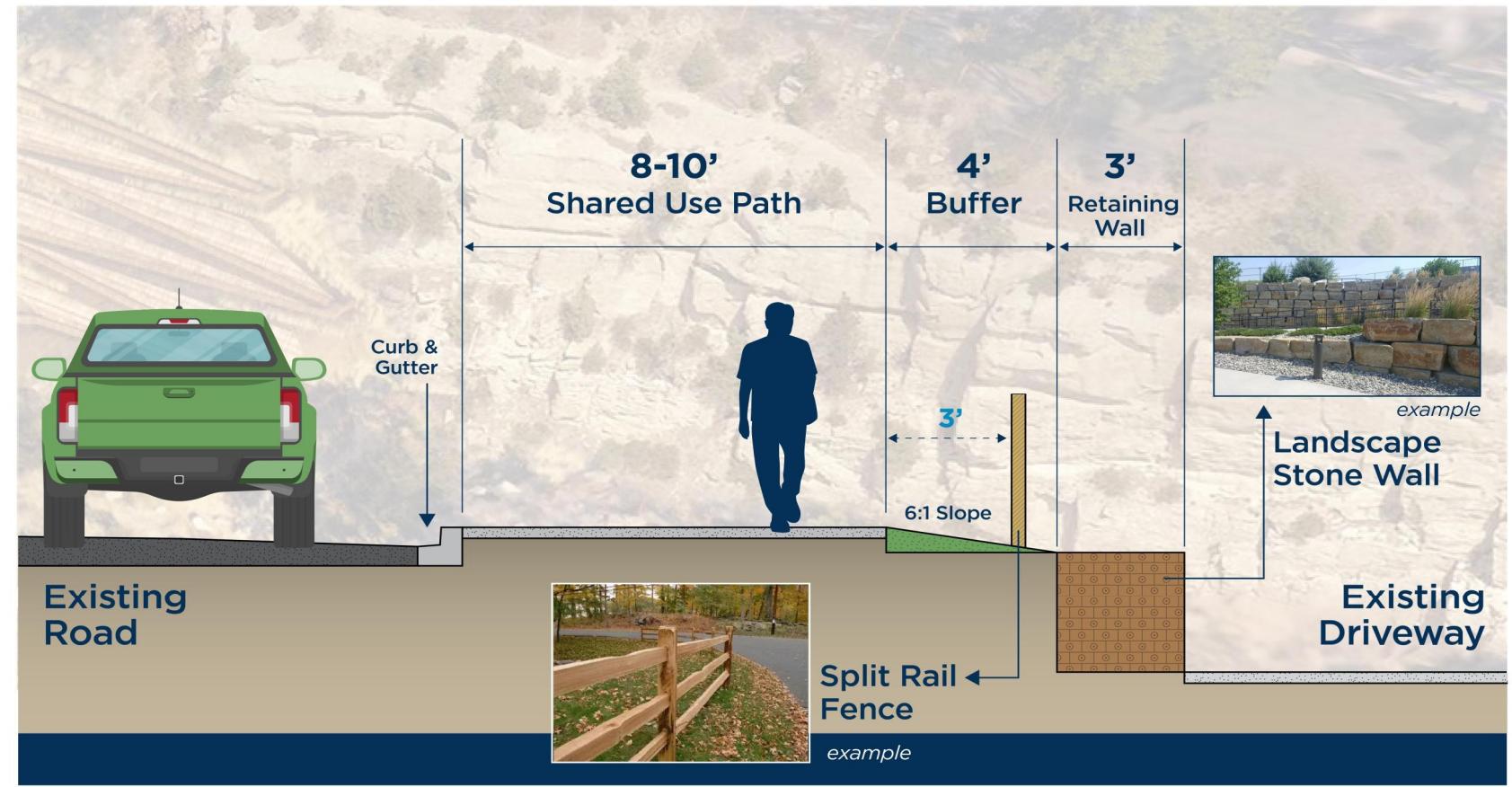
- Grade: ~8%
- 1/3 Mile



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

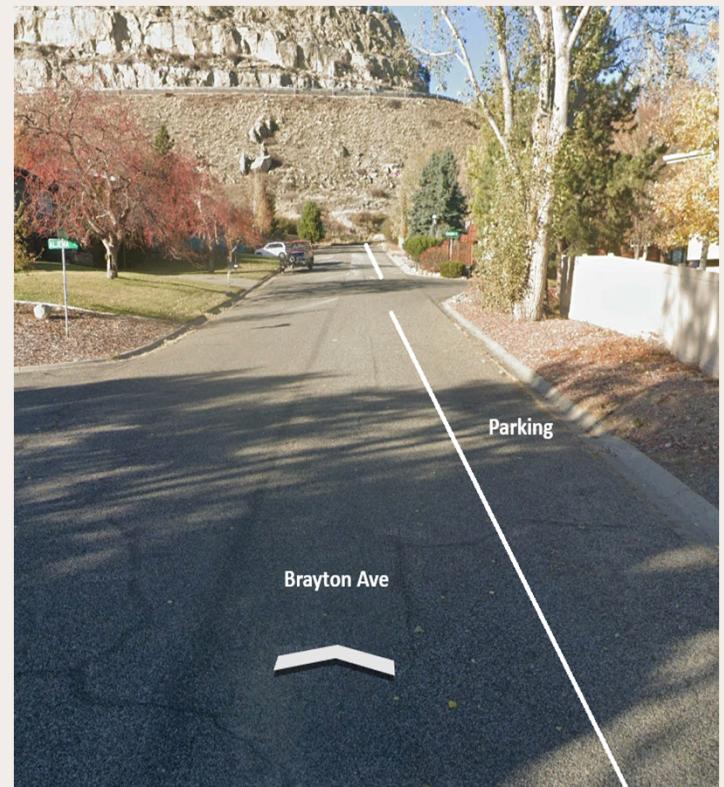
- **Parking:** Location, additional parking, traffic concerns
- **Maintenance:** ~\$8k/mile annually (≈ 1.2 miles)
- **Funding:** Project cost and ability to build with current budget
- **Privacy:** Trail is above homes--visibility

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

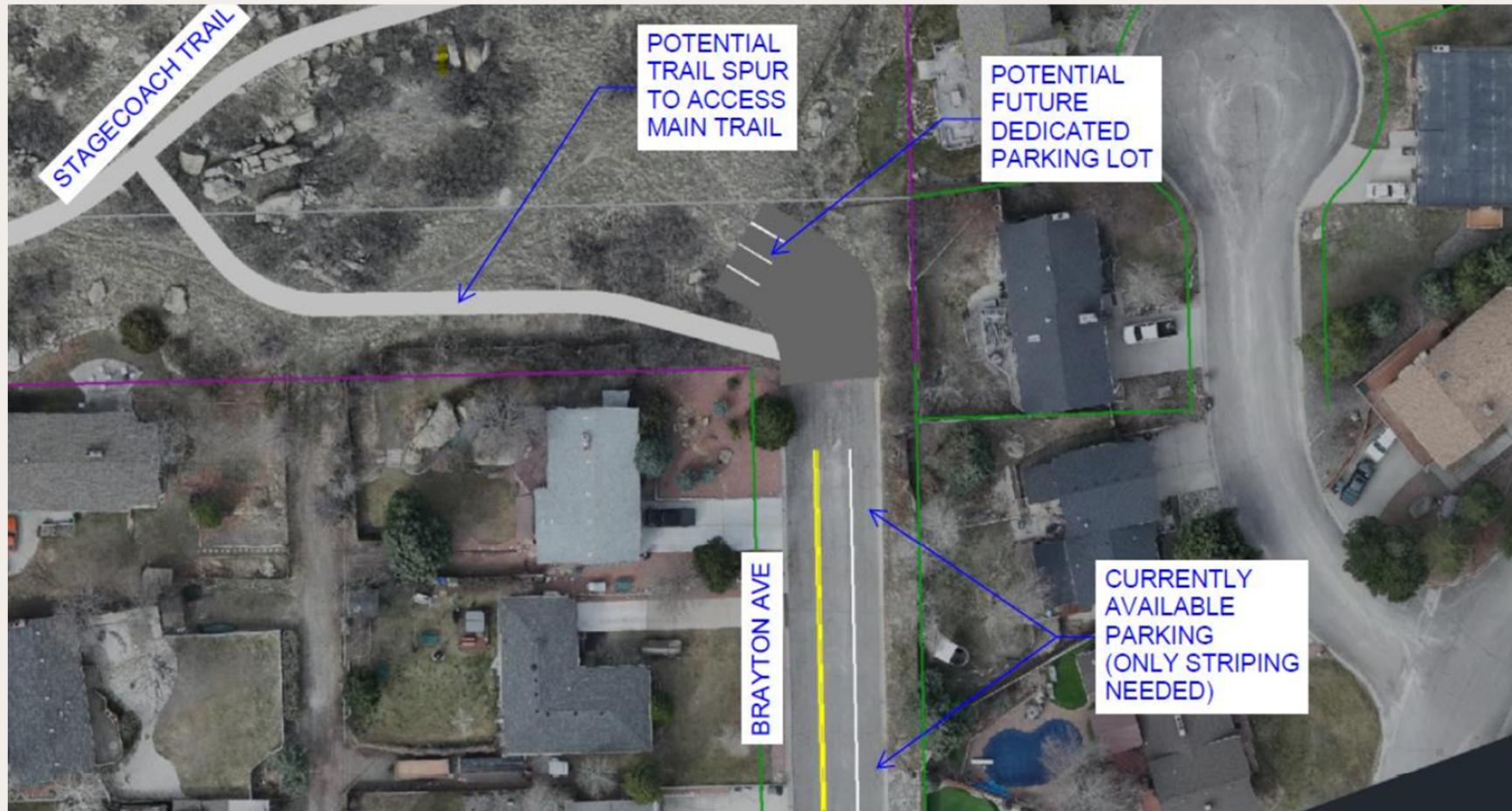


Flora Avenue



Brayton Avenue

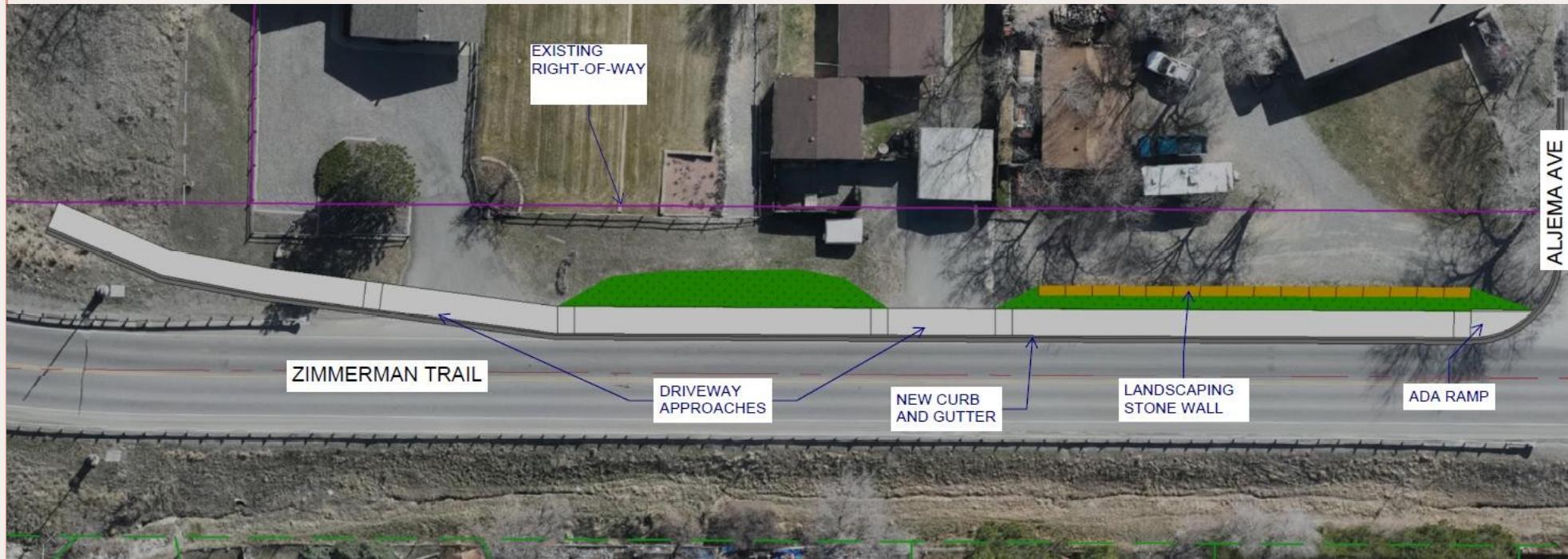
Future Parking Lot? – End of Brayton Ave



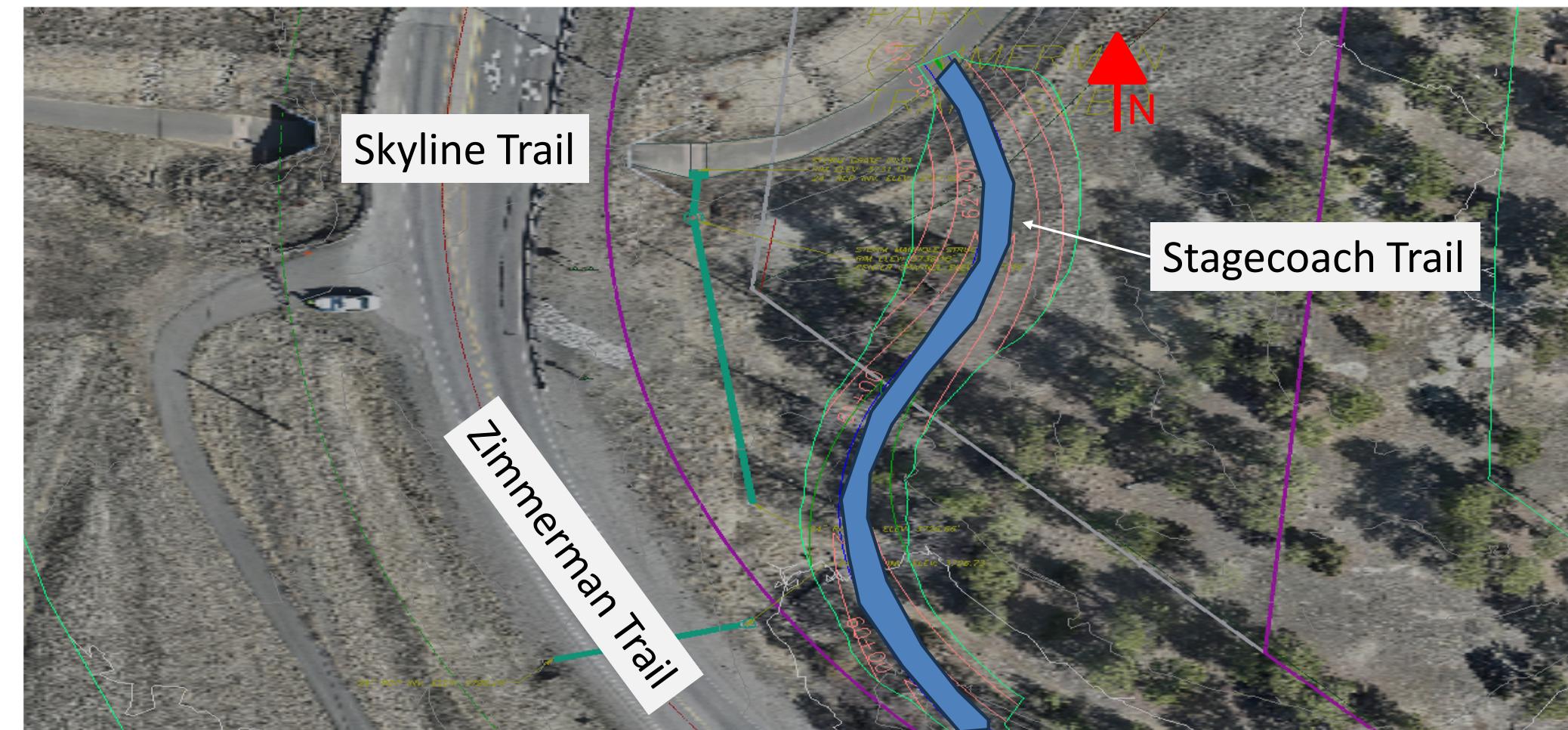
What's Next?



Questions and Discussion







CONNECTION OF STAGECOACH TRAIL AT SKYLINE TRAIL

