

**From:** [Neil Miner](#)  
**To:** [Mary McCrea](#)  
**Subject:** FW: Hillview Crossing - pathway recommendations  
**Date:** Wednesday, October 2, 2019 1:18:42 PM  
**Attachments:** [2019-03-18 Hillview Crossing Memo 5.PDF](#)

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fyi

**Neil Miner, PLA**  
Parks and Trails Design/Development Manager  
Missoula Parks and Recreation  
600 Cregg Lane | Missoula, MT 59801  
406-552-6264  
[www.missoulaparks.org](http://www.missoulaparks.org)  
[nminer@ci.missoula.mt.us](mailto:nminer@ci.missoula.mt.us)

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**From:** Neil Miner  
**Sent:** Friday, September 27, 2019 5:32 PM  
**To:** John DiBari <[JDibari@ci.missoula.mt.us](mailto:JDibari@ci.missoula.mt.us)>  
**Subject:** Hillview Crossing - pathway recommendations

Hi John,

Based on our discussion on the phone, I wanted to follow up with an email. We had discussed possible routes for school children to use to reach a bus location. As you mentioned, MCPS and Beach transportation did not believe they could access the site with a bus.

One of the options from MCPS was to pick the kids up near Wapikiya park at the bottom of the hill (or an existing stop near 39<sup>th</sup>. There would be no feasible way to provide a route to Wapikiya park that would be maintainable during winter months. The trail that is proposed on the west side of the parcel was designed to meet the conservation lands standard of trail, to tie into the existing South Hills trail system, and essentially make a more sustainable connection to the Tonkin Trail than the user made trail that is there. This would be a dirt trail that is <40", and would not be maintained during winter months.

In order to provide a shorter distance for kids to travel, DS had recommended the condition for the mid-block connection, identified in the attached Memo #5. This would provide a maintainable route that would shorten the distance kids would need to walk to the bus. The attached Memo did a good job in stating the need and reasoning behind this mid-block connection.

What I have seen that works, in reducing the maintenance costs of snow removal of stairs, is to provide a metal grate stair that allows the snow to fall/pushed through. We try to do this on all stairs we build. They would still be required to provide snow removal on any concrete landings/flat areas. I believe the standards that would need to be followed are International Building Code (for riser height, tread depth and handrails), as well as ADA (for handrails, grate openings, etc).

Please let me know if you have any other questions.

Thanks

Neil

**Neil Miner, PLA**

**Parks and Trails Design/Development Manager**

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**[nminer@ci.missoula.mt.us](mailto:nminer@ci.missoula.mt.us)**