

TELLURIDE TO MOUNTAIN VILLAGE

GONDOLA PROPOSAL

AUGUST 1981



Telluride

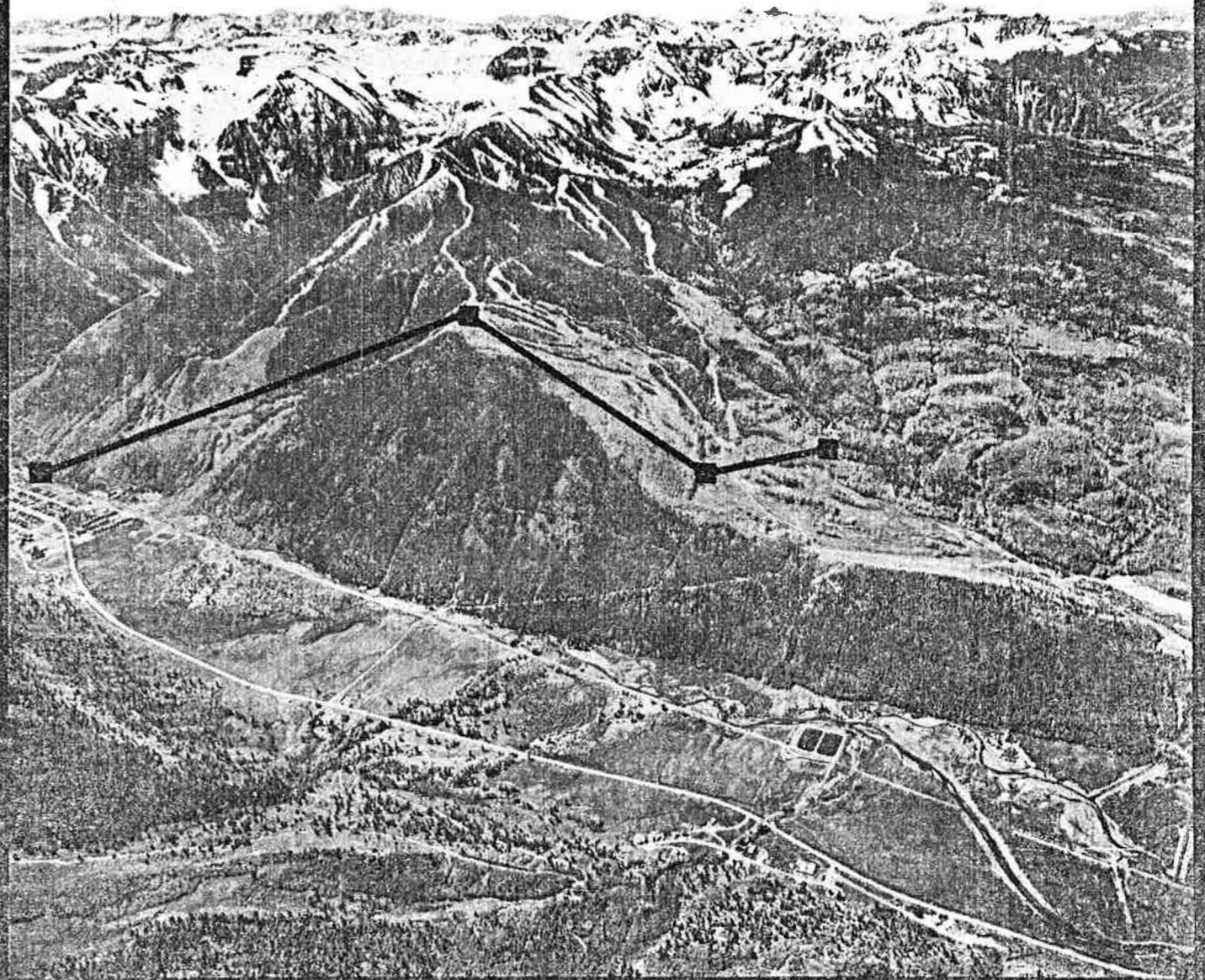
THE TELLURIDE COMPANY

OAK ST.
STATION

COONSKIN
RIDGE
STATION

MOUNTAIN
VILLAGE
CENTER
STATION

SOUTH
VILLAGE
STATION



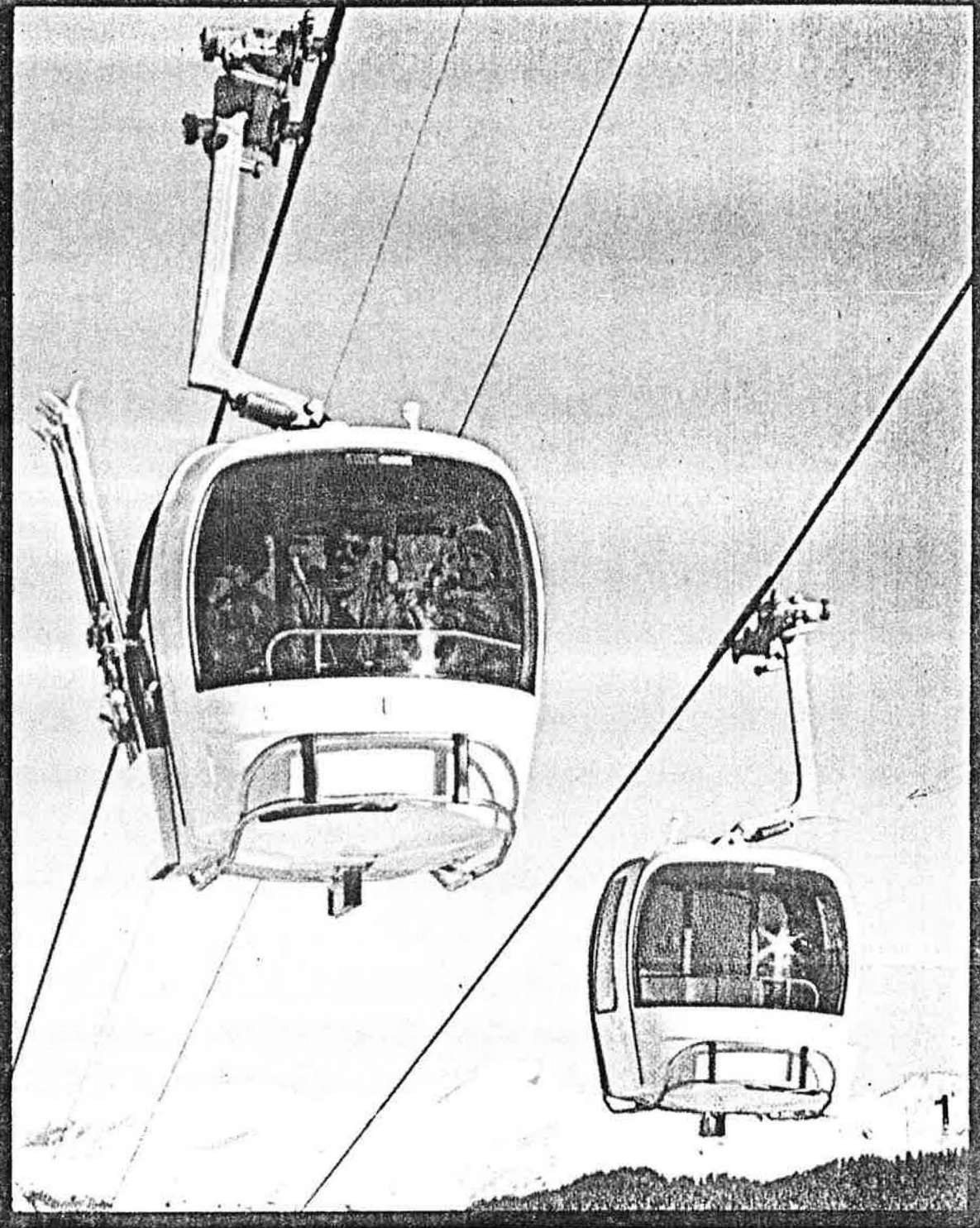
PROPOSAL FOR A GONDOLA
TRANSIT CONNECTION BETWEEN
TELLURIDE AND THE MOUNTAIN VILLAGE

INTRODUCTION

As early as 1973, The Telluride Company, the Telluride Planning and Zoning Commission and Town Trustees discussed the need for transit service between Telluride and the future ski area Mountain Village development.

In 1978 the Town, County and The Telluride Company completed and published a document entitled "Civic Parking and Transportation Report" that recommended joint provision of a free-to-the-user public transit connection between the Town and the Mountain Village.

In 1979 the Town commissioned a technical report entitled "Long Range Transit Alternatives for the Telluride Region" that examined the advantages and disadvantages of various transit modes between the Town and future Mountain Village including COG railway, light rail, buses, automated guideway systems and cable systems including gondolas. At the time of preparation of that report it appeared that a surface transit mode (bus, COG, or light rail) capable of serving Telluride, the Mountain Village site, a west valley-



floor regional parking facility as well as a future extension of service to a possible "West Meadows" airport site was desirable.

In the fall of 1980 the Town of Telluride published a broad 5 year capital development program that included proposals to finance regional transit in conjunction with The Telluride Company and held a referendum for a tax package earmarked to support municipal revenue bonding for these capital improvements. The Real Estate Transfer Tax measure was passed by the electorate and the proposed sales and use-tax increases were defeated.

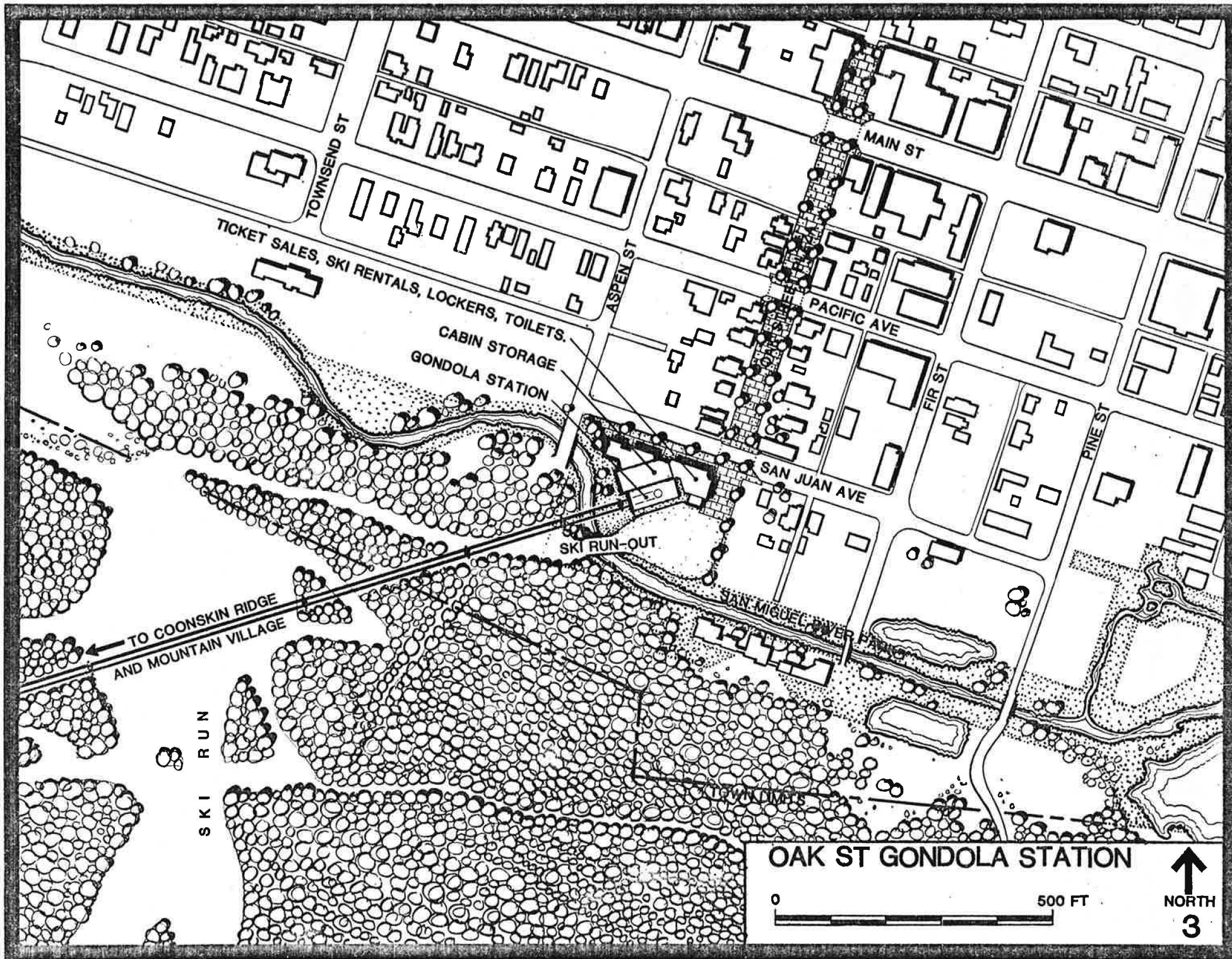
Subsequent to the publication of the transit alternatives report and municipal capital improvements tax election, land use decisions and agreements have virtually precluded a "West Meadows" airport site and a mid-valley floor regional parking facility.

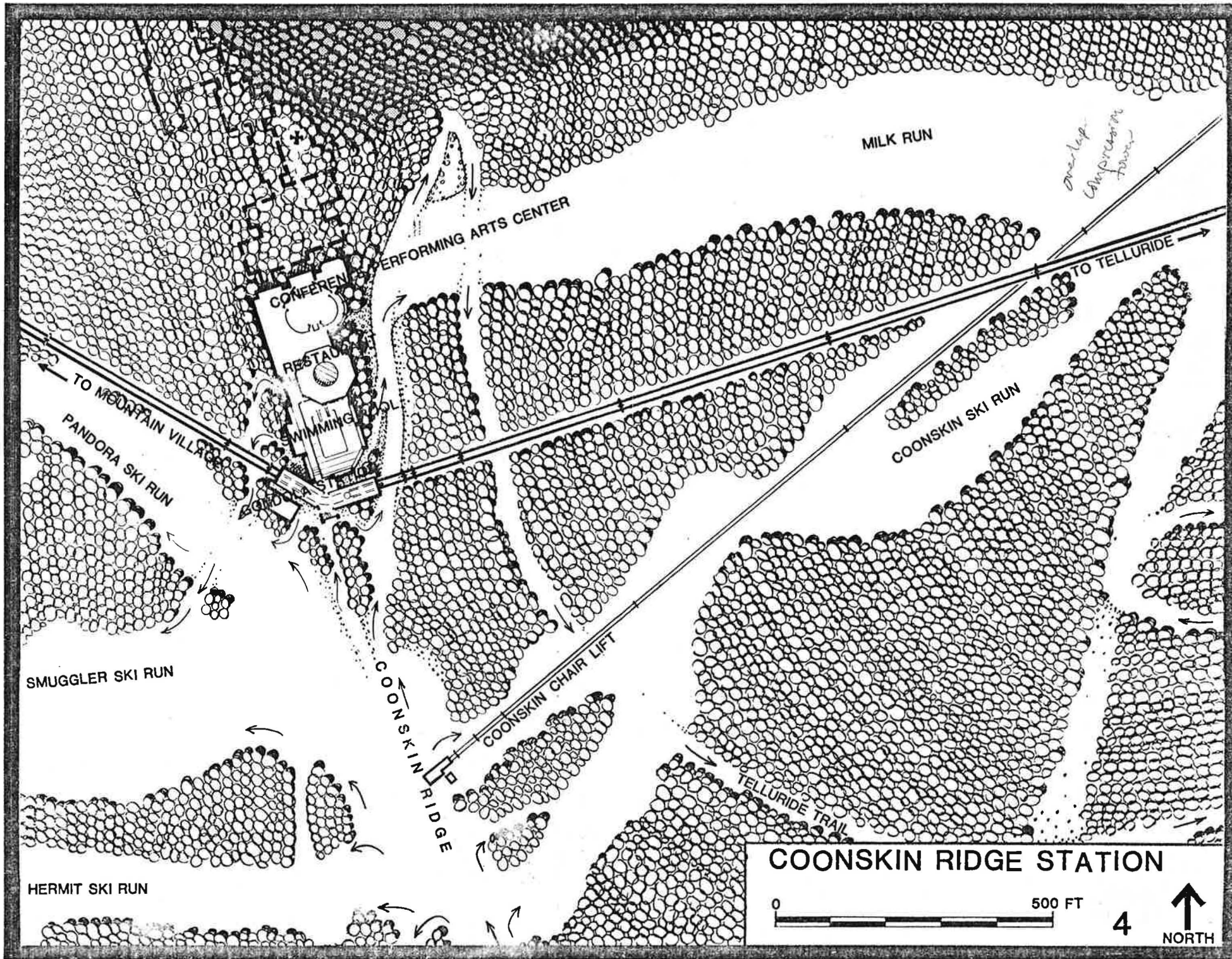
Partly in response to these changes in land use options, Telco has renewed a more detailed investigation of cable-driven systems, especially a high speed enclosed cabin gondola contemplated to provide primary year-round transit service between downtown Telluride and the Mountain Village. Cable driven continuous loading gondola systems are generally better suited for point-to-point transit with rapid changes in vertical elevation. Such

a system was not previously perceived as suitable for the transit needs of the Telluride area at the time that a long horizontal valley floor link was envisaged.

With the perfection of the detachable grip, yielding high inter-station speeds and express mid-station cabin transfer, the Coonskin Ridge gondola crossing could afford a dramatic site suitable for a regional public pool and conference-performing arts center within a six minute ride from downtown Telluride.

The Telluride Company's co-equal participation in the development and operations costs for such a public center would greatly increase the town government's opportunity to fund other needed community improvements.





BRIEF TECHNICAL DESCRIPTION
OF
PROPOSED GONDOLA SYSTEM

1. Route, Station Stops, Travel Time:

South Oak St. Station.	0-0.5 min.
Oak St. to Coonskin Mountain.	6.2 min.
Coonskin Ridge Station,	1.5 min.
Coonskin Ridge to Mountain	
Village Center,	4.5 min.
Mountain Village Center Station.	1.5 min.
Mountain Village Center to	
South Village.	1.8 min.
South Mountain Village Station.	0-0.5 min.
TOTAL one-way transit time	~16 min.

2. CABIN SPEED:

Between stations	800-900 ft./min.
Within stations	50 ft./min.

3. ONE-WAY HOURLY CAPACITY:

Minimum (90 cabins)	900 people/hour
Maximum (180 cabins)	1800 people/hour

4. CABIN UNIT DEPARTURE FREQUENCY:

Low capacity	24 seconds
High capacity	12 seconds

5. CABIN CHARACTERISTICS:

Fully enclosed weathertight cabins.
6 seated passengers per cabin, 3 abreast.
Butterfly front and rear loading doors.
Exterior ski-storage.
Interior luggage storage.
Special cabins for goods.

6. Station Loading

Weather protected supervised easy access for people in street shoes, with luggage, senior citizens and children. (Continuous cabin occupancy at mid-stations).

COMPARISON AND EVALUATION
OF ALTERNATIVE TRANSIT SYSTEMS
BETWEEN TELLURIDE AND THE
MOUNTAIN VILLAGE

(Costs shown in Constant 1981 Dollars)
(Costs shown in Millions of 1981 Dollars)

	BUS	COG	GONDOLA
<u>CAPITAL COSTS:</u>			
1st Phase Capital Development Cost. (500-800 passengers per hour, one way capacity.)	3.5 ⁽¹⁾	12.3 ⁽¹⁾	5.5
1st Phase Capital Development Cost. remaining to Town after Telco & Mountain Village Participation	1.7 ⁽²⁾	6.1 ⁽²⁾	2.1
Final Total Capital Development Cost. (900-1800 passengers per hour, one way capacity)	6.0 ⁽¹⁾	19.6 ⁽¹⁾	6.2
Final Total Capital Development Cost. Remaining to Town after Telco & Mountain Village Participation.	3.0 ⁽²⁾	9.8 ⁽²⁾	2.3

	BUS	COG	GONDOLA
<u>OPERATING EXPENSES:</u>			
1st Phase Annual Operating Expense. (500-800 passenger capacity, 16 hours per day, 7 months per year.)	1.4 ⁽¹⁾	0.5 ⁽¹⁾	0.18
1st Phase Annual Operating Expense Remaining to Town after Telco & Mountain Village Participation	0.7 ⁽²⁾	0.25 ⁽²⁾	0.07
Final Annual Operating Expense. (900-1800 passenger capacity, 19 hours per day, 11 months per year.)	6.7 ⁽¹⁾	1.7 ⁽¹⁾	0.3
Final Annual Operating Expense Remaining to Town after Telco & Mountain Village Participation	3.3 ⁽²⁾	0.8 ⁽²⁾	0.11

Footnotes: (1) From 1980 Howard Ross Report (adjusted to 1981 dollars).
(2) Town costs could be shared with Valley Floor.

	BUS	COG	GONDOLA
OPERATIONS CHARACTERISTICS:			
1st Phase Fleet Size. (Including Spares)	18 (1)	4 cars (1)	100 cabins
Final Fleet Size	34 (1)	8 cars (1)	180 cabins
Passenger Capacity per unit	15-35	76-168	6
Frequency of Departures	2.5-10 min.	14-21 min.	0.2-0.4 min
One Way Travel Time from Oak Street to South Mountain Village	26-38 min.	12-19 min.	~16 min.
Length of Route from Oak Street to South Mountain Village	7.2 miles	2.7 miles	2.2 miles
Station Stops: Telluride	3	3	1
West Valley Floor	1	1	0
Coonskin Ridge	0	0	1
Mountain Village	1	2	2

	BUS	COG	GONDOLA
PERFORMANCE EVALUATION:			
Anticipated Visitor Acceptance.	Poor	Good	Good
Reliability of Service.	Fair (Future Traffic Congestion)	Good	Good
Relative Convenience	Fair	Fair	Good (Best Departure Frequency)
Noise and Emissions Characteristics	Poor	Good	Good
Relative Energy Efficiency	Fair	Good	Good
Safety Record	Fair	Good	Good
"Appropriateness of Technology".	Poor	Good	Good
Time required to Bring on Line	0.5-1 years	4-7 years	1.5-2 years

SUMMARY EVALUATION OF THE
GONDOLA TRANSIT ALTERNATIVE

ADVANTAGES:

1. The ultimate capital expense to the Town for the gondola is likely to be much less than the COG, and possibly less than bus transit.
2. The gondola's ultimate operating expense is likely to be an order of magnitude less than the COG or bus.
3. The gondola is significantly more convenient than the COG or bus.
4. The gondola is rated better than the bus and generally similar to the COG for anticipated visitor acceptance, noise and emissions characteristics, relative energy efficiency, safety record, and "appropriateness of technology".
5. The gondola would tend to strengthen Telluride's downtown economy and re-stimulate centralized development more than the bus or COG.
6. The gondola would be less disruptive of city traffic than the COG or bus.
7. The gondola can be brought on line several years earlier than the COG.
8. The gondola is capable of providing year-round non-skier access to the Coonskin Ridge, allowing the Town the opportunity to share capital and operating costs for the public pool and conference - performing arts center with The Telluride Company and the Mountain Village.

DISADVANTAGES:

1. The gondola would not connect to the previously contemplated future west-end of town parking facility or the west valley floor.
2. The gondola is potentially less reliable in service than the COG under severe wind conditions.
3. The gondola may contribute a greater burden to secondary transit demands within Telluride than either the primary bus or COG alternative.

CONCLUSION:

Although the gondola would not provide as great a geographic extent of service as the bus or COG, it would be more convenient, dramatically less expensive in overall cost, and provide year-round high-quality versatile transportation for lodge guests, visitors, workers and locals between Telluride and the Mountain Village.

The gondola would provide direct access for Telluride residents and Town visitors to the mountain parking center, the Mountain Village athletic facilities, the golf course and clubhouse, ski school and beginners area, the future Prospect Basin/Skunk Creek intermediate ski-development, and the Cross-Country Ski School and 15 km. course.

Regional parking for Telluride could be provided at the Mountain Village parking center.

The gondola assures that Telluride residents and Town lodge guests will not be cut off from skiing access to the better parts of the Mountain during periods of poor snow conditions. The gondola will also reduce the possibility of economic isolation of Telluride from the new mountain resort development.

The gondola's relative affordability and early "on line" availability provide the opportunity for the Town of Telluride to simultaneously develop swimming, conference and performing arts facilities; street and sewer improvements; employee housing and parks and recreation development, as well as participate in area transit needs without exceeding municipal budget revenues and anticipated assets.