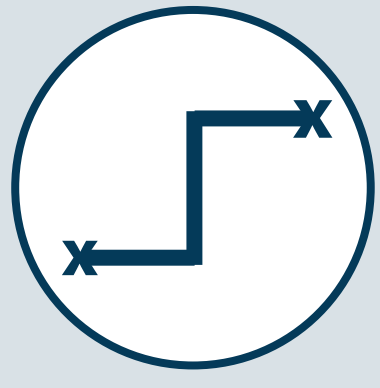


The Town of Mountain Village has a world-class trail system that is sustainable, safe, and accessible for all users. It is both a viable transportation system and an enjoyable recreational asset for those who live, work, and play in Mountain Village.



Connectivity - Develop a thoroughly connected trail system that can be used for a variety of trips.

- Connect the trail system to neighborhoods and major community nodes such as Town Hall, Village Center, and Meadow Village.
- Integrate the trail system with the broader regional trail network.
- Integrate the trail system with other transportation modes including local bus routes and the Gondola.



Safety - Ensure that trail users feel safe and protected when on Mountain Village trails.

- Manage and design trails to limit conflicts between non-motorized trail users.
- Design trail and roadway intersections to maximize the safety of trail users.



Recreation - Provide a variety of year-round trail experiences that serve users of all ages and abilities.

- Develop a system of trails that provides transportation and recreation opportunities for varying types of trail users (hikers, mountain bikers, Nordic skiers, etc.) and ability levels.
- Develop a trail system that provides transportation and recreation opportunities through all seasons.



Navigation - Develop a system of trails and supporting infrastructure that promotes effortless navigation of the trail system.

- Provide seamless connections to destinations with consistent and recognizable infrastructure.
- Develop a comprehensive wayfinding signage system that guides bicyclists and pedestrians throughout Mountain Village.



Sustainability - Develop a sustainable trail system that respects and benefits Mountain Village's unique alpine environment.

- Develop a trail system that encourages people to walk or bicycle for transportation instead of driving.
- Construct and maintain trails according to sustainable trail planning and construction best practices to limit environmental impacts.



Partnerships - Collaborate and maintain partnerships with neighboring jurisdictions, Telluride Ski and Golf, and federal agencies to realize shared interests regarding trails.

- Pursue collaborative funding strategies to support implementation of the trail system.
- Seek out collaborative solutions that protect the interests of all partners whenever possible.
- Coordinate with partners to promote development of the regional trail network.

STATION 2



OVERALL TRAIL SYSTEM

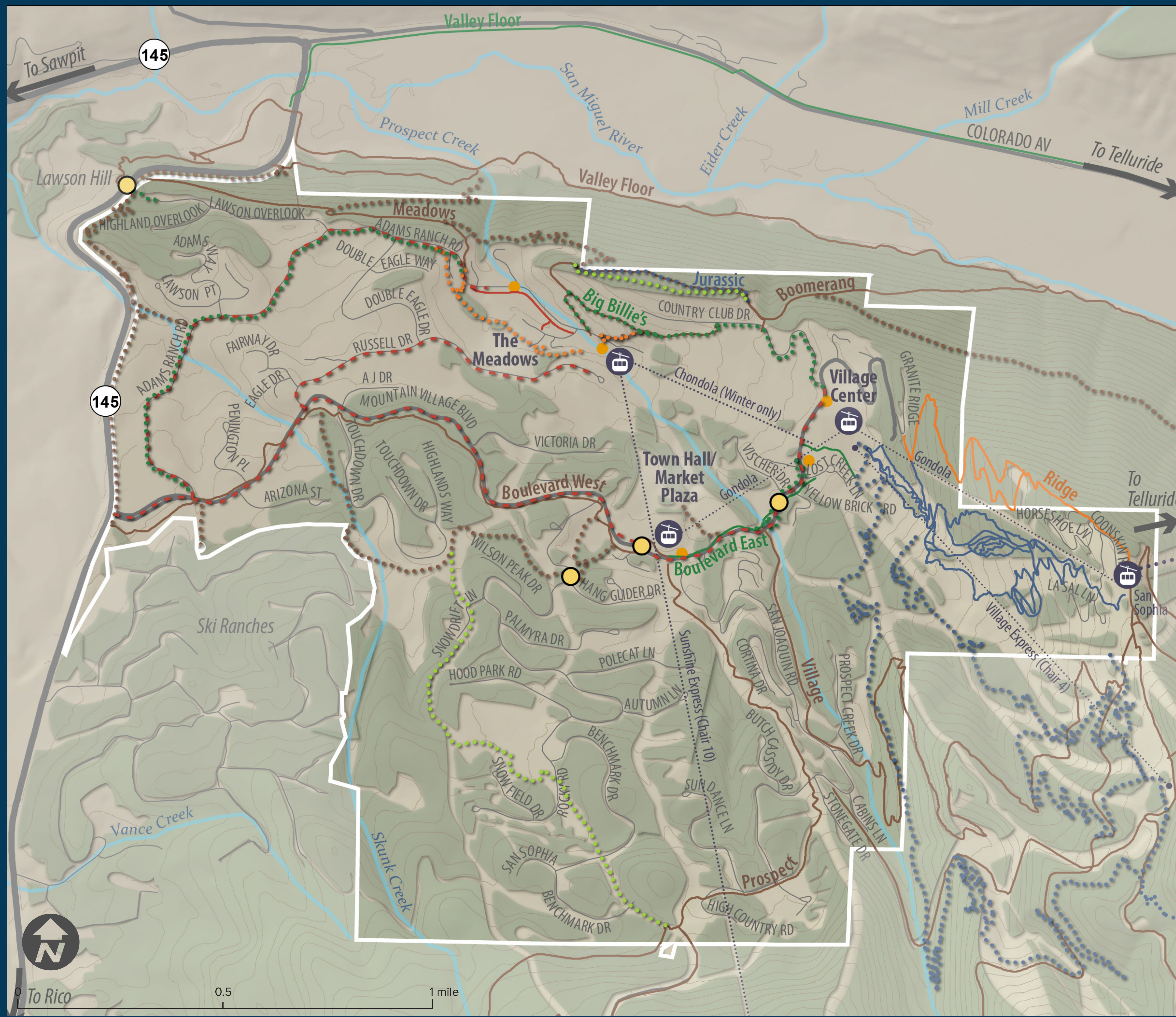
- Bus Stop
- Gondola Station
- Contour Line (100 feet)
- Forest Cover
- Town of Mountain Village

RECOMMENDATIONS

- Existing
- Proposed
- Shared-Use Path
- On-Street Improvements

NATURAL SURFACE TRAILS

- Shared Use
- Uphill Bike/
Multi-Directional Hike
- Descending Bikes Only
- Foot Traffic Only
- Proposed Spot Improvement



PAVED PATHS - 8-12' WIDE CONCRETE PATHS FOR ALL NON-MOTORIZED USERS



Shared-Use Path

Physically separated from roadways, in their own right-of-way.



Sidepath

Shared-use paths that run parallel to a road.

NATURAL SURFACE TRAILS - COMPACTED SOIL OR GRAVEL TRAILS FOR ALL OR SELECT USERS



Shared use

Open to all non-motorized users.



Foot Traffic Only

Can include characteristics not found on trails that allow bicyclists, such as narrow tread widths, stairs, and tight switchbacks.



Uphill Bike/
Multi-directional Hike

Due to the similar speeds of uphill bicyclists and hikers, this management strategy allows both users to occupy the same trail without compromising the experience or trail safety of the other.



Descending Bikes Only

Trails managed exclusively for bicyclists riding in the downhill direction that may be employed to provide a better experience for bicyclists or to address safety concerns relating to differences in user speeds.

ON-STREET IMPROVEMENTS- DESIGNATED AREAS FOR NON-MOTORIZED USERS ON ROADWAYS



Wide Shoulders

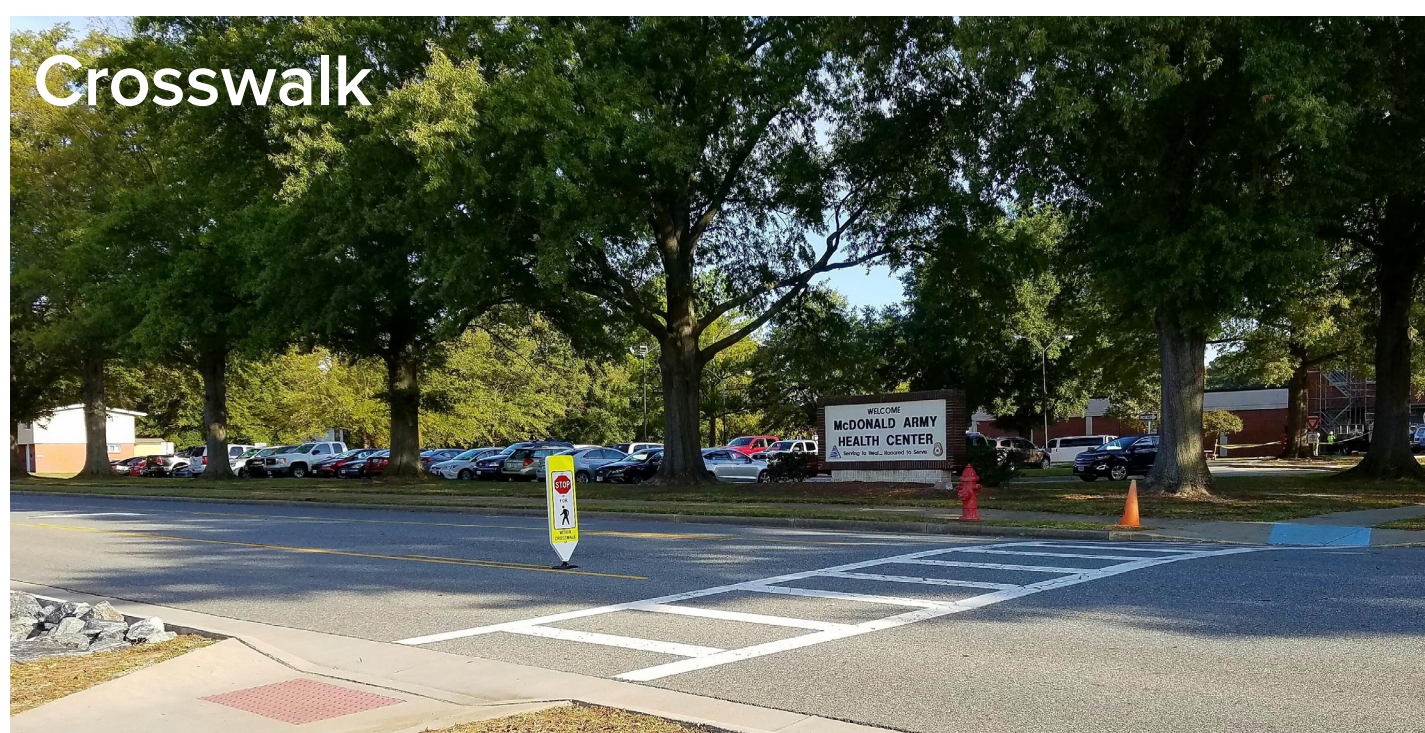
Provide usable space for pedestrians and bicyclists to travel on roads with a striped centerline. Can also be utilized by emergency and maintenance vehicles.



Advisory Shoulders

Provide usable space for pedestrians and bicyclists to travel on two-way roads that lack a centerline and that are otherwise too narrow to accommodate striped shoulders. Motorists may move into the advisory shoulder when passing an on-coming vehicle, but only when no pedestrians or bicyclists are present.

SPOT IMPROVEMENTS



Crosswalk

Typically include roadway striping and signage, but can be enhanced with traffic signals, flashing beacons, raised medians or refuge islands, and high-visibility pavement markings.



Overpass

Passes over a roadway at an elevated grade, allowing for the uninterrupted movement of users in both directions.



Underpass

Passes under a roadway at a submerged grade, allowing for the uninterrupted movement of users in both directions.

STATION 3



NATURAL SURFACE TRAIL RECOMMENDATIONS

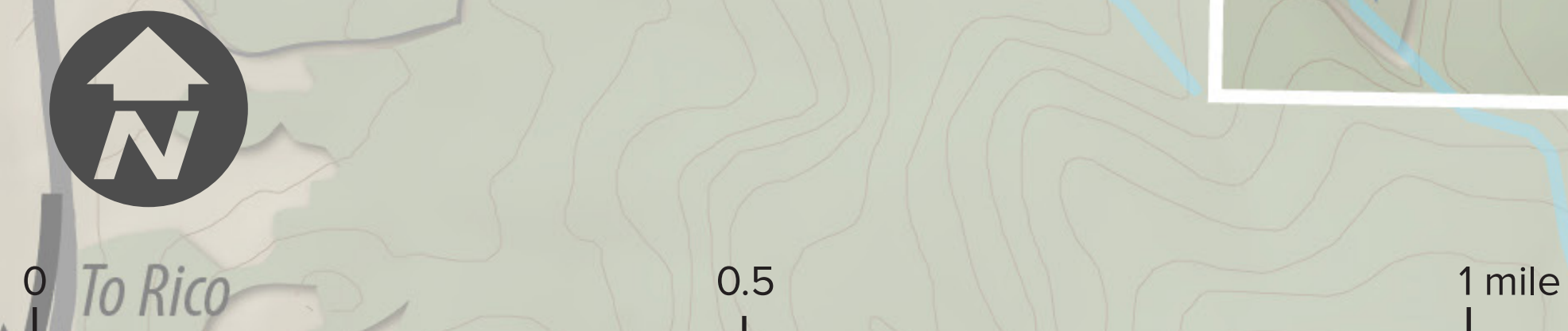
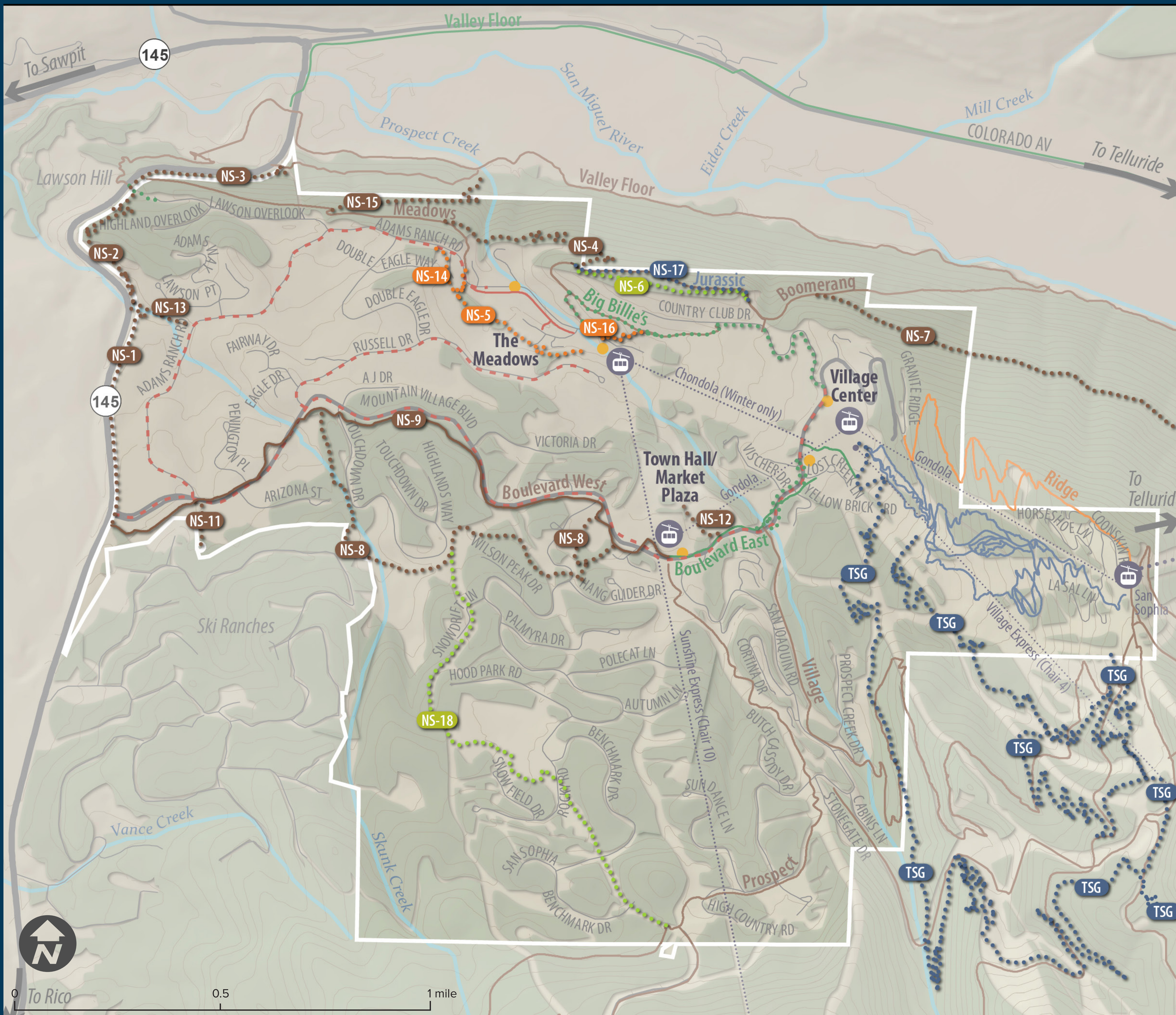
- Bus Stop
- Gondola Station
- Contour Line (100 feet)
- Forest Cover
- Town of Mountain Village

RECOMMENDATIONS

- Existing
- Proposed
- Shared-Use Path
- On-Street Improvements

NATURAL SURFACE TRAILS

- Shared Use
- Uphill Bike/
Multi-Directional Hike
- Descending Bikes Only
- Foot Traffic Only





Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/Partners
NS-1	SR145-Mountain Village Blvd. to Emergency Access Rd.	Natural Surface-Shared Use	Shared use natural surface trail running along the SR-145 ROW from the end of the Boulevard Trail to the emergency access road. Trail could be constructed in exclusively in CDOT ROW, however minor encroachments into adjacent TSG property could improve the trail experience and facilitate easier construction. Explore long-term plan to create a paved shared use path along the same trail alignment.	40"	0.6	TSG, CDOT
NS-2	SR145-Emergency Access Road to Meadow Trail	Natural Surface-Shared Use	Shared use natural surface trail connecting the emergency access road to the Meadows Trail. Trail could be constructed potentially in CDOT ROW or TMV open space lands, however, minor encroachments onto adjacent property could improve the trail experience and facilitate easier construction. Explore long-term plan to create a paved shared use path along the same trail alignment.	40"	0.6	TSG, Private property owners
NS-3	SR145-Meadow Trail to Valley Floor	Natural Surface-Shared Use	Shared use natural surface trail connecting the Meadows Trail to the Valley Floor. Trail alignment could follow historic railroad grade above SR-145. Explore long-term plan to create a paved shared use path along the same trail alignment.	40"	0.5	CDOT
NS-4	Meadows Express	Natural Surface-Shared Use	Natural surface trail connecting Jurassic to the Meadows trail via a shared use natural surface trail that runs along the top of the mesa. A bridge would be required to cross Prospect Creek. Coordination and approval from the USFS would also be required.	40"	0.7	USFS
NS-5	Meadows Village Hiking Trail	Natural Surface- Foot Traffic Only	Natural surface hiking trail through and around Meadows Village. Trail is intended to serve as a short hike-only experience to take demand off of Jurassic.	30"	0.5	TSG, TMVOA
NS-6	Stegosaurus	Natural Surface- Uphill Bike/Multi-Directional Hike	Natural surface trail open to uphill (eastbound) bicyclists and hikers in either direction. Separating downhill bikes from other users would reduce conflicts between trail users and improve safety. Stegosaurus trail alignment should be situated slightly upslope from Jurassic however unnecessary elevation gain should be kept to a minimum.	40"	0.5	TSG
NS-7	O'Reilly Trail	Natural Surface-Shared Use	Natural surface trail connecting Mountain Village to the Town of Telluride. Trail would follow old mining road alignment. Coordination required with the USFS, TSG, and Town of Telluride. Trail should provide a lower angle, less rugged connection than Boomerang.	40"	1.6	TSG, USFS, Town of Telluride
NS-8	Elk Pond Loop	Natural Surface-Shared Use	Natural surface trail connecting Elk Pond and the future community park to Russel Dr. Low angle trail provides a beginner-level hiking and mountain biking experience on a trail that cannot be shuttled via the Gondola. Boardwalks may be required in limited instances due to wetlands.	40"	1.5	TSG
NS-9	Boulevard Trail (renovation project)	Natural Surface-Shared Use	Improve the existing Boulevard Trail to a consistent 6'-0" tread width throughout the entirety of the natural surface section from SR-145 to Town Hall.	6'-0"	0.7	TSG
NS-10			<i>Placeholder for future project.</i>			



Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/Partners
NS-11	Ski Ranches Connector	Natural Surface- Shared Use	Construct a shared use natural surface trail from the Boulevard Trail to the cul-de-sac at the end of Meadow Dr. in the Ski Ranches.	40"	0.1	Ski Ranches
NS-12	Boulevard to CNC	Natural Surface- Shared Use	Construct a shared use natural surface trail between the VCA and the Boulevard Trail across the Double Cabin ski run. Trail should avoid or construct boardwalk over any wetlands present. Existing social trail between VCA / Station Village parking garage and Mountain Lodge should be decommissioned.	40"	0.1	TSG
NS-13	Evacuation Trail	Natural Surface- Shared Use	Construct a shared use natural surface trail along the proposed emergency access road connecting Adams Ranch Road to SR-145.	~10'	0.2	CDOT
NS-14	Meadows Hiking Trail- Connector	Natural Surface- Foot Traffic Only	Natural surface foot traffic only trail connecting Adams Ranch Road and Meadows Trail. Trail should be routed through the trees to limit visibility and exposure to golf course operations	30"	0.2	TSG, Adjacent apartments
NS-15	Prospect Creek Trail	Natural Surface- Shared Use	Natural surface shared use trail connecting Meadows Trail to the Upper Valley Floor trail. Trail would formalize and improve existing social trail that exists.	40"	0.5	USFS
NS-16	Big Billies- Hiking Connector (renovation)	Natural Surface- Foot Traffic Only	Improve and rehabilitate the existing steep section of Big Billies. Change the trail management to Foot Traffic only. Add stairs and crusher fines gravel to improve the commuting function of the trail.	30"	0.2	TSG
NS-17	Jurassic (renovation project)	Natural Surface- Descending Bikes Only	Change the management of Jurassic to support downhill bikes only. Hikers and uphill bicyclists (eastbound) will be accommodated via a new trail (Stegosaurus, NS-6) slightly upslope from Jurassic.	40"	0.5	TSG
NS-18	Elk Pond to Prospect Trail	Natural Surface- Uphill Bike/Multi- Directional Hike	Natural surface trail connecting from the proposed Elk Pond Loop to Prospect Trail. Upper half mile before connecting to Prospect is constrained fall-line trail. Prohibition on downhill bikes is intended to mitigate erosion and maintenance.	40"	1.4	TSG

STATION 4



SHARED-USE PATH RECOMMENDATIONS

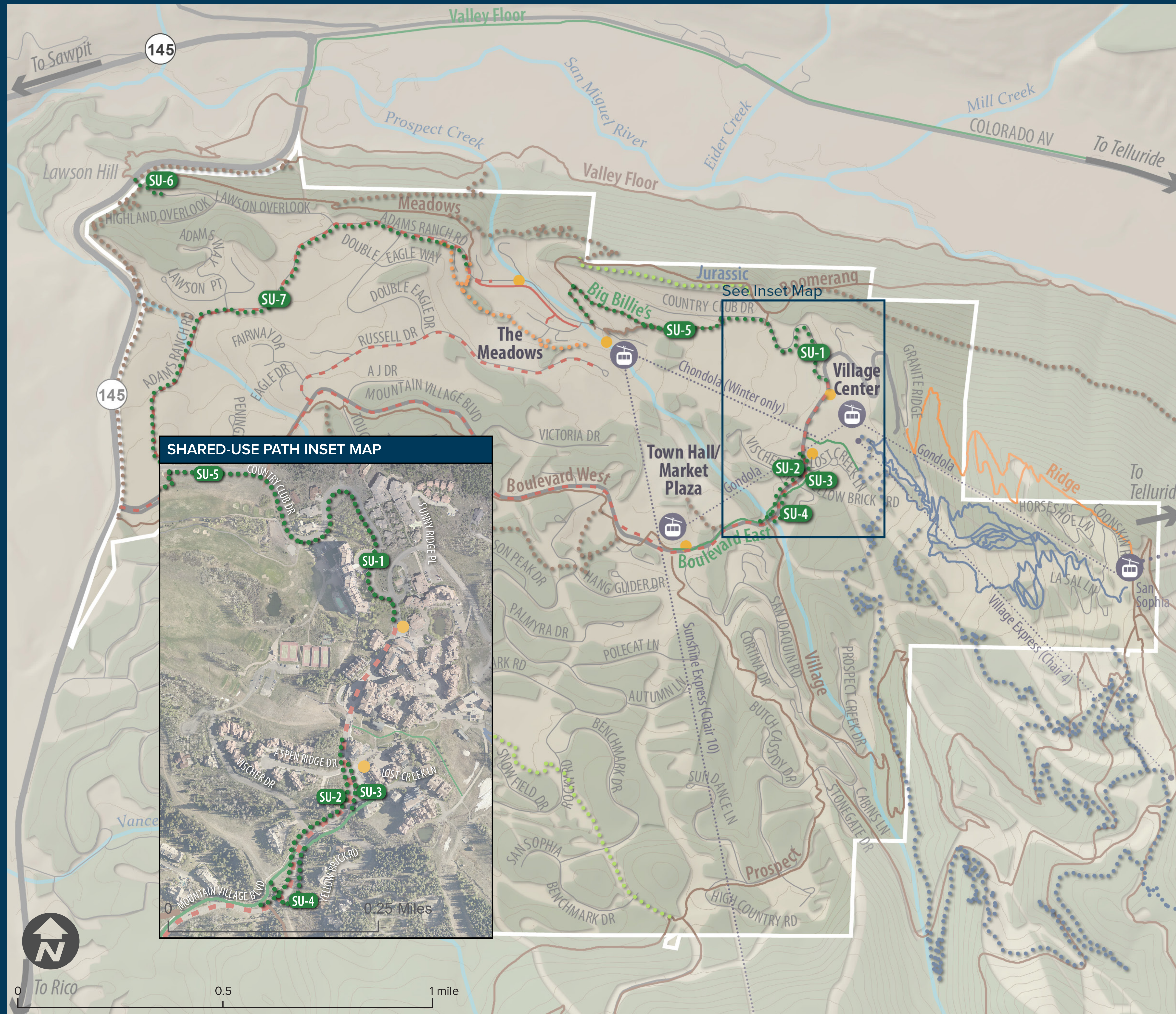
- Bus Stop
- Gondola Station
- Contour Line (100 feet)
- Forest Cover
- Town of Mountain Village

RECOMMENDATIONS

- Existing
- Proposed
- Shared-Use Path
- On-Street Improvements

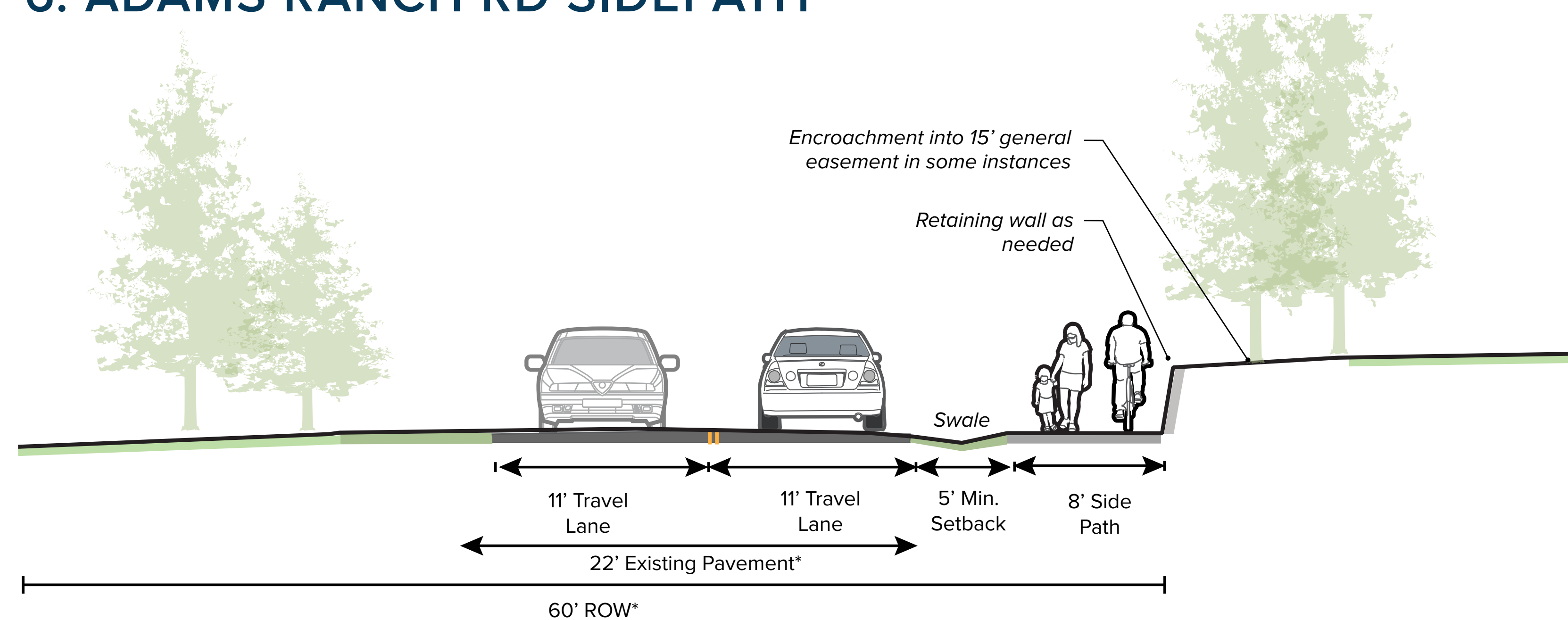
NATURAL SURFACE TRAILS

- Shared Use
- Uphill Bike/
Multi-directional Hike
- Descending Bikes Only
- Foot Traffic Only



Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/Partners
SU-1	Village Center to Big Billie's	Shared-Use Path/Sidepath (paved)	Develop a paved sidepath that would extend along the west and south side of Country Club Dr. connecting to Big Billies.	8'-0"	0.3	TSG/The Peaks
SU-2	Boulevard Trail Extension	Sidepath (paved)	Reroute the existing Boulevard Trail to travel underneath the existing ski bridge over Mountain Village Boulevard. Extend trail along the west side of Mountain Village Boulevard up to Aspen Ridge Dr.	8'-0"	0.2	TSG
SU-3	Boulevard Extension #2	Sidepath (paved)	Extend the end of the Boulevard Trail through the parking / bus stop area Village Center. Some impacts to the parking lot may be required.	8'-0"	0.1	TSG
SU-4	Boulevard Trail Re-route	Sidepath (paved)	Develop a new segment of Boulevard Trail that utilizes the existing ski bridge over Mountain Village Boulevard to cross the roadway rather than the existing crosswalk.	8'-0"	0.1	TSG
SU-5	Big Billie's	Shared Use Path (paved)	Pave and widen the existing Big Billie's Trail from Country Club Road to Meadows Village to better support summertime commuting trips. Plant additional trees on the fairway side of the trail to protect trail users and limit the visibility of the trail from golfers.	8'-0"	0.6	TSG
SU-6	Lawson Hill Connector	Shared Use Path (paved)	Develop a paved shared use path from the end of Lawson Overlook to SR-145. Work with CDOT to construct a grade-separated bicycle-pedestrian crossing across SR-145 (See SI-1). Connection would facilitate a low-stress bicycling connection into Telluride via the Boulevard Trail, streets in Lawson, and the bike path on the Valley Floor.	8'-0"	0.1	CDOT
SU-7	Adams Ranch Rd Sidepath	Sidepath (alternative to project OS-3)	Develop a paved sidepath along Adams Ranch Road from Mountain Village Boulevard to the Meadows. Project would impact landscaping and require grading within the 15' general easement. The proposed sidepath is intended as an alternative to shoulder improvements proposed in OS-3.	8'-0"	1.4	TSG, private landowners

SU-6: ADAMS RANCH RD SIDEPATH

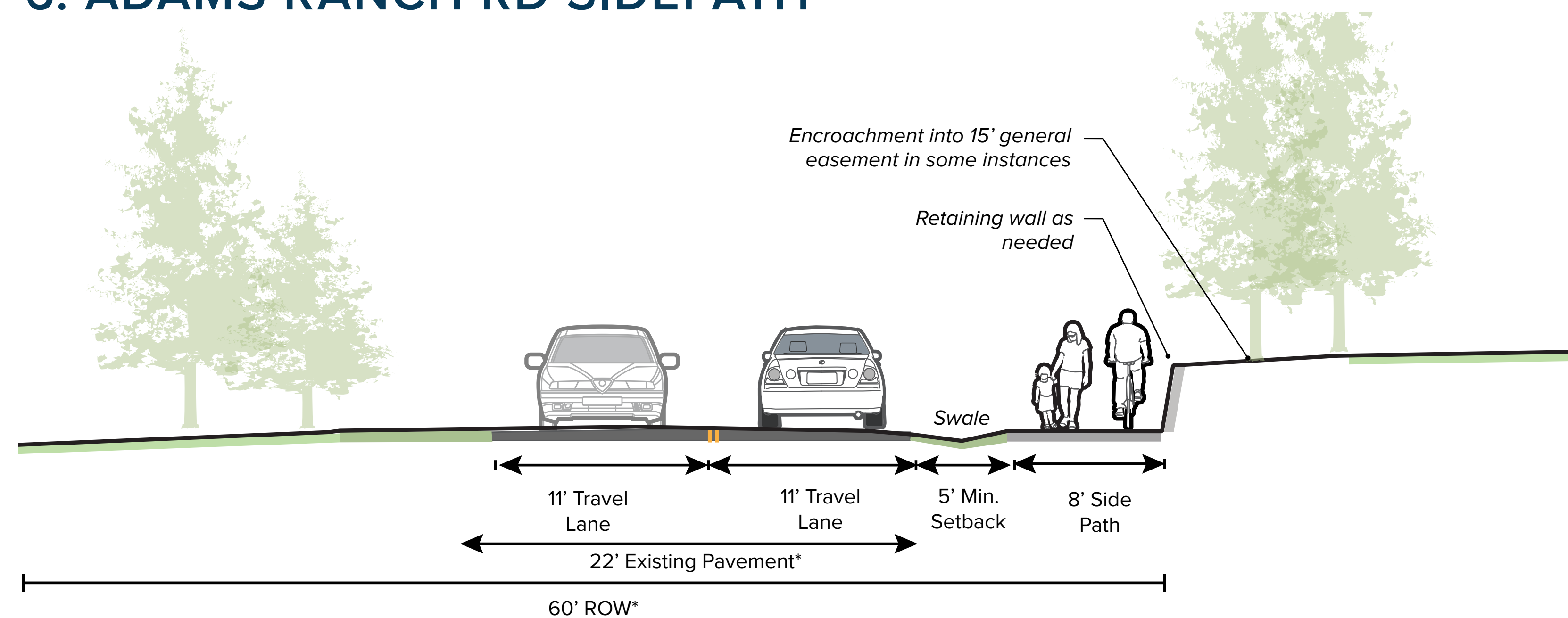


*Dimensions are approximate.



Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/Partners
SU-1	Village Center to Big Billie's	Shared-Use Path/Sidepath (paved)	Develop a paved sidepath that would extend along the west and south side of Country Club Dr. connecting to Big Billies.	8'-0"	0.3	TSG/The Peaks
SU-2	Boulevard Trail Extension	Sidepath (paved)	Reroute the existing Boulevard Trail to travel underneath the existing ski bridge over Mountain Village Boulevard. Extend trail along the west side of Mountain Village Boulevard up to Aspen Ridge Dr.	8'-0"	0.2	TSG
SU-3	Boulevard Extension #2	Sidepath (paved)	Extend the end of the Boulevard Trail through the parking / bus stop area Village Center. Some impacts to the parking lot may be required.	8'-0"	0.1	TSG
SU-4	Boulevard Trail Re-route	Sidepath (paved)	Develop a new segment of Boulevard Trail that utilizes the existing ski bridge over Mountain Village Boulevard to cross the roadway rather than the existing crosswalk.	8'-0"	0.1	TSG
SU-5	Big Billie's	Shared Use Path (paved)	Pave and widen the existing Big Billie's Trail from Country Club Road to Meadows Village to better support summertime commuting trips. Plant additional trees on the fairway side of the trail to protect trail users and limit the visibility of the trail from golfers.	8'-0"	0.6	TSG
SU-6	Adams Ranch Rd Sidepath	Sidepath (alternative to project OS-3)	Develop a paved sidepath along Adams Ranch Road from Mountain Village Boulevard to the Meadows. Project would impact landscaping and require grading within the 15' general easement. The proposed sidepath is intended as an alternative to shoulder improvements proposed in OS-3.	8'-0"	1.4	TSG, private landowners
SU-7	Lawson Hill Connector	Shared Use Path (paved)	Develop a paved shared use path from the end of Lawson Overlook to SR-145. Work with CDOT to construct a grade-separated bicycle-pedestrian crossing across SR-145 (See SI-1). Connection would facilitate a low-stress bicycling connection into Telluride via the Boulevard Trail, streets in Lawson, and the bike path on the Valley Floor.	8'-0"	0.1	CDOT

SU-6: ADAMS RANCH RD SIDEPATH



*Dimensions are approximate.

STATION 5



ON-STREET RECOMMENDATIONS

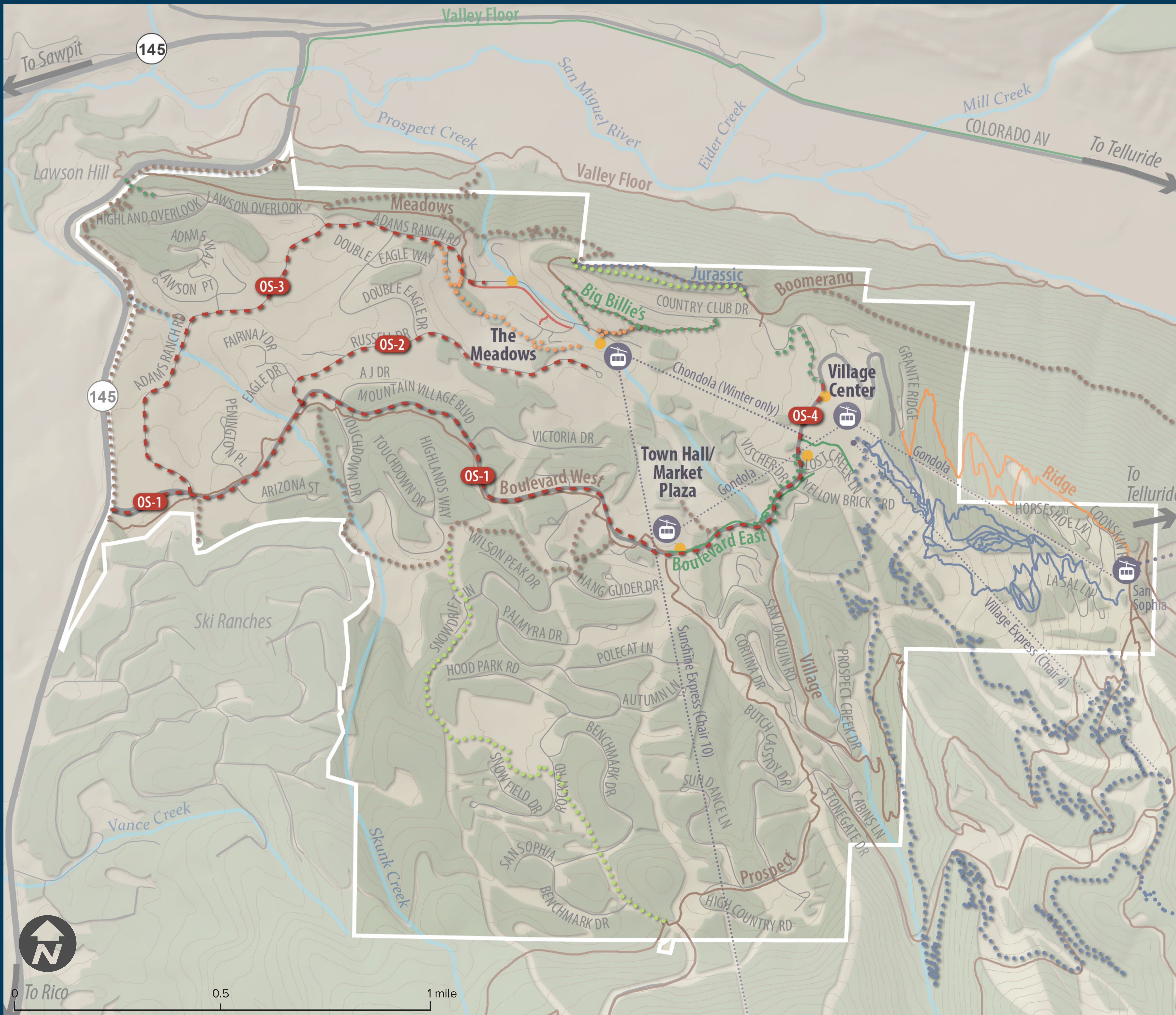
- Bus Stop
- Gondola Station
- Contour Line (100 feet)
- Forest Cover
- Town of Mountain Village

RECOMMENDATIONS

- Existing
- Proposed
- Shared-Use Path
- On-Street Improvements

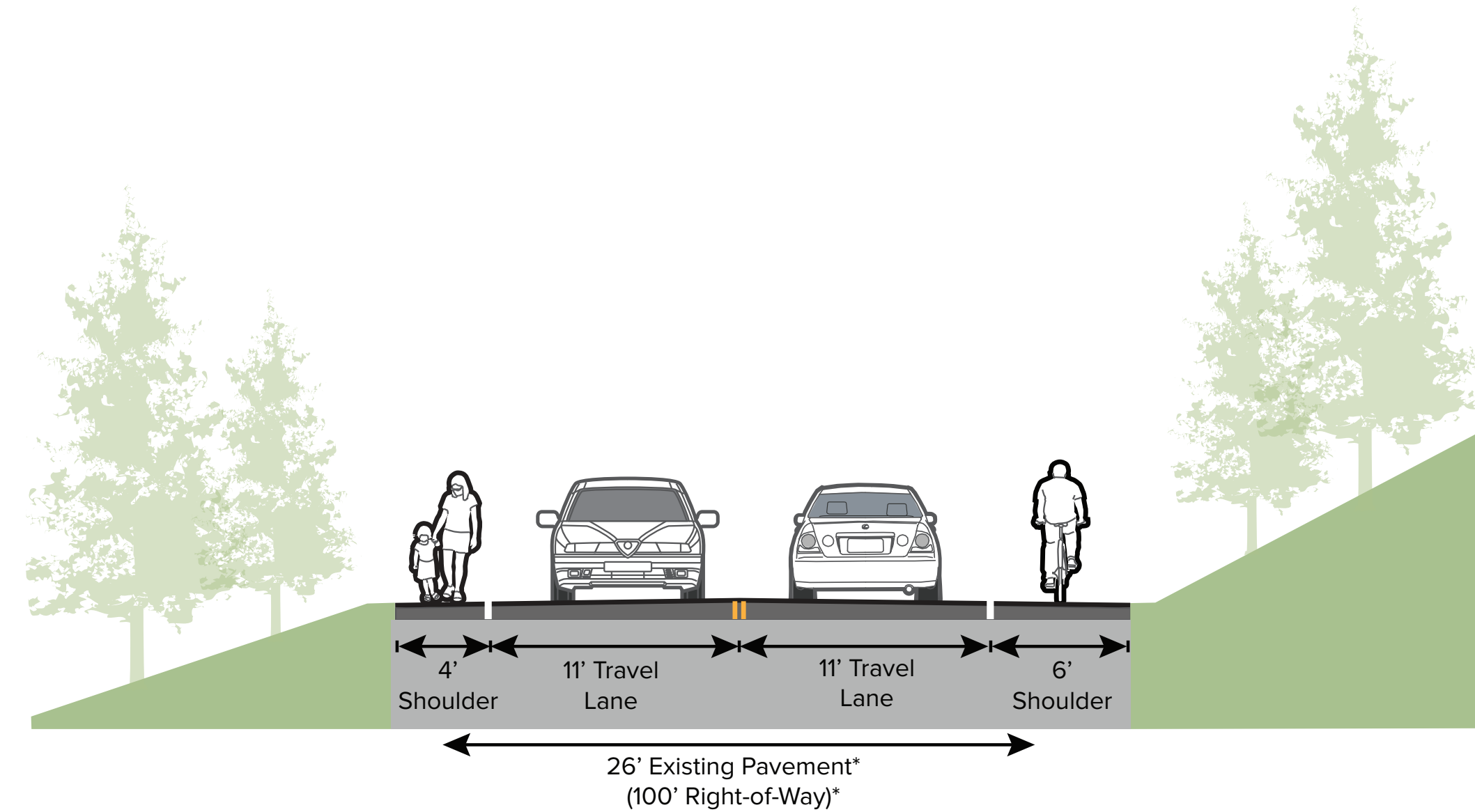
NATURAL SURFACE TRAILS

- Shared Use
- Uphill Bike/
Multi-directional Hike
- Descending Bikes Only
- Foot Traffic Only

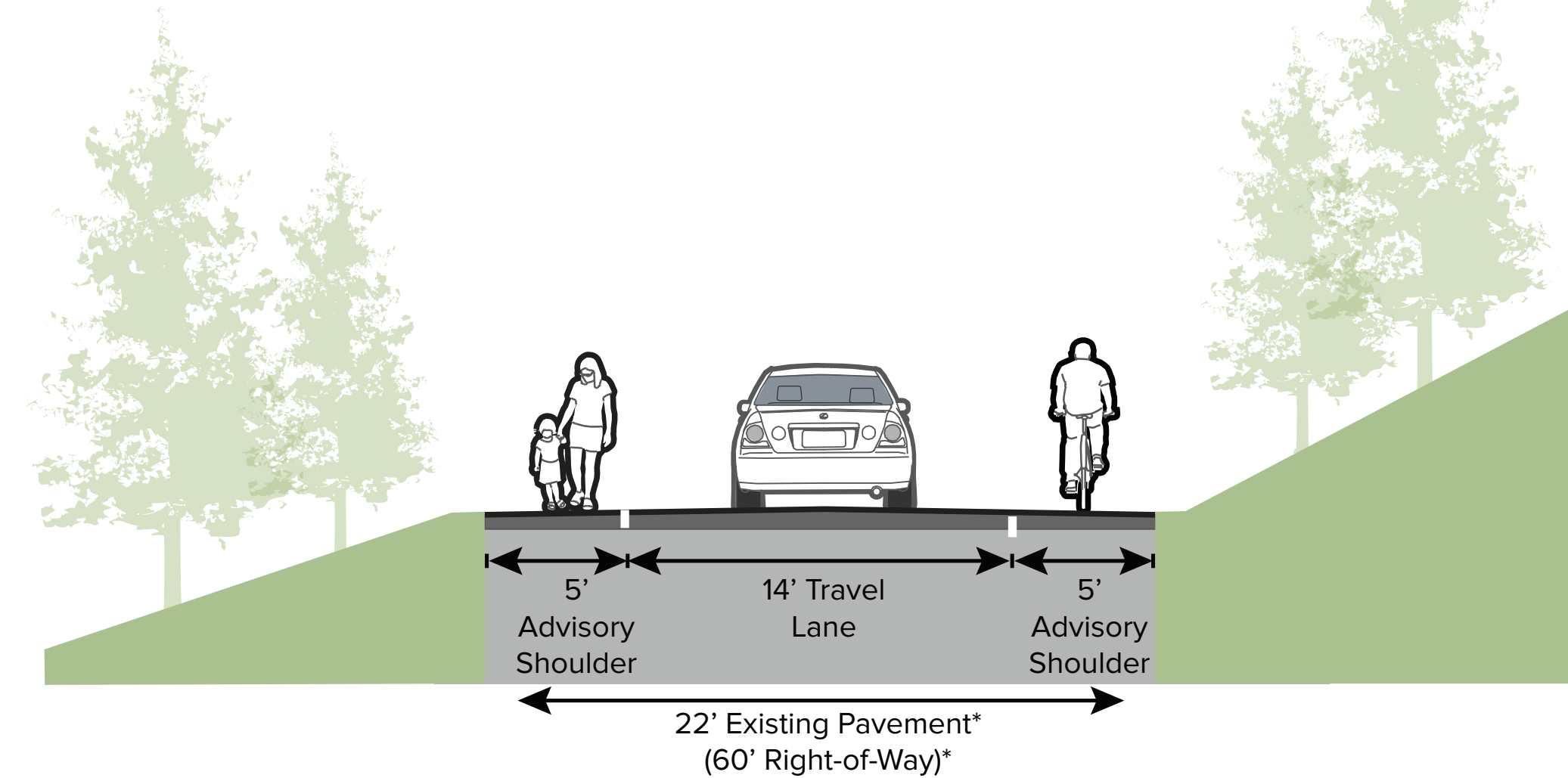


Trail ID	Trail Name	Trail Type	Description	Length (miles)	Stakeholders/Partners
OS-1	Mountain Village Boulevard	Shoulder Improvements	Widen shoulders along Mountain Village Boulevard to accommodate a 4'-0" shoulder on downhill side / 6'-0" shoulder on uphill side. Consider long-term effort to convert shoulders to bike lanes.	2.3	TSG
OS-2	Russell Dr	Shoulders/ Advisory Lanes	Widen shoulders to 4'-0" on curves and areas requiring a solid centerline. In other locations, implement advisory shoulders and remove centerline striping.	0.9	Private landowners
OS-3	Adams Ranch Rd (alternative to project SU-7)	Shoulders/ Advisory Lanes	Widen shoulders to 4'-0" on curves and areas requiring a solid centerline. In other locations, implement advisory shoulders and remove centerline striping. Project is intended to serve as an alternative to a paved sidepath as proposed in SU-7.	1.5	Private landowners, TSG
OS-4	Mountain Village Blvd to Country Club Dr	Shoulders or Bike Lanes	Develop a bicycling and walking connection to the proposed Country Club Dr sidepath in conjunction with future renovations and development in Village Center.	0.2	Private landowners, TSG

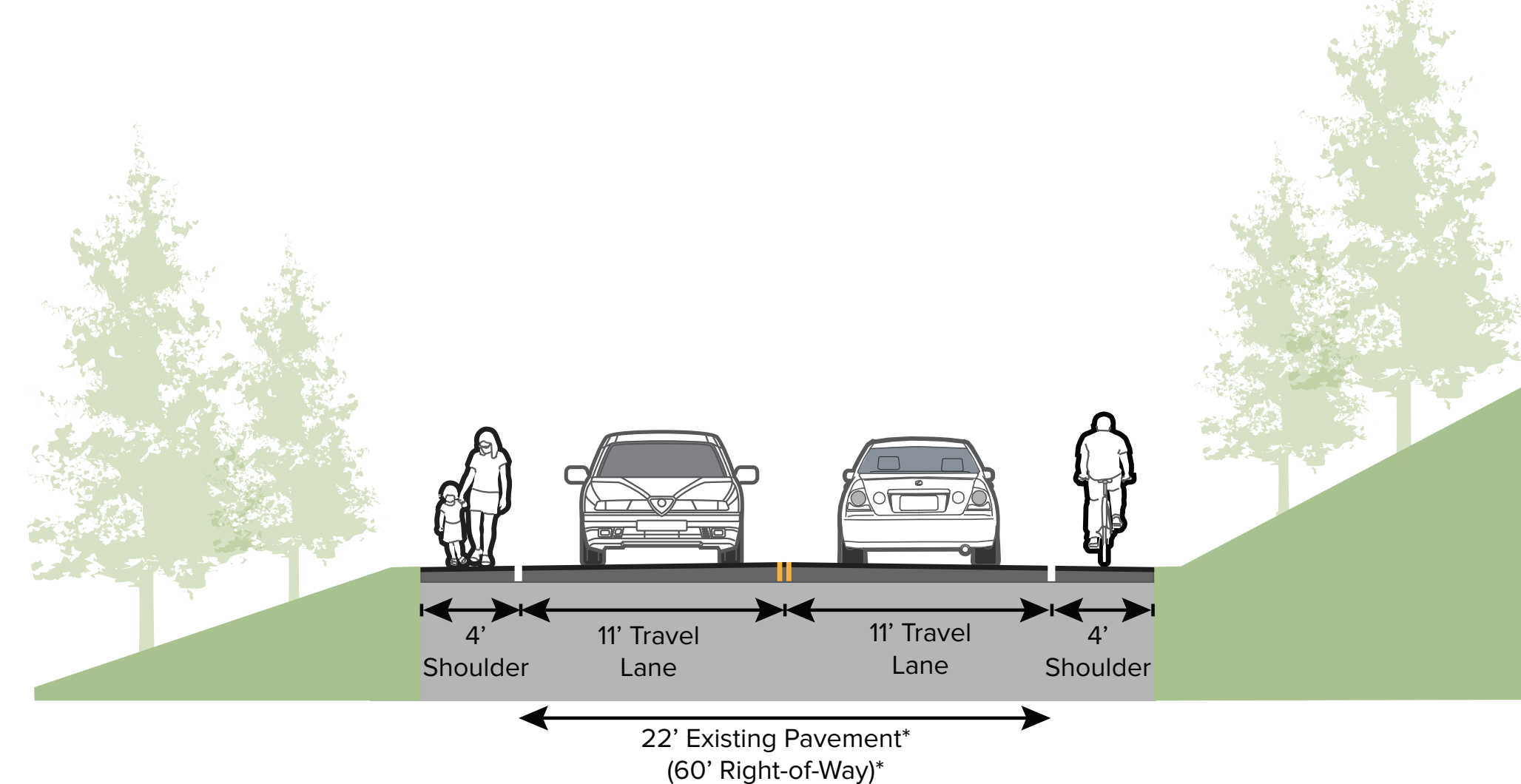
WIDE SHOULDERS (OS-1)



ADVISORY SHOULDERS (OS-2, OS-3)



WIDE SHOULDERS (OS-2, OS-3)



*Dimensions are approximate.

STATION 6



SPOT IMPROVEMENTS

- Bus Stop
- Gondola Station
- Contour Line (100 feet)
- Forest Cover
- Town of Mountain Village

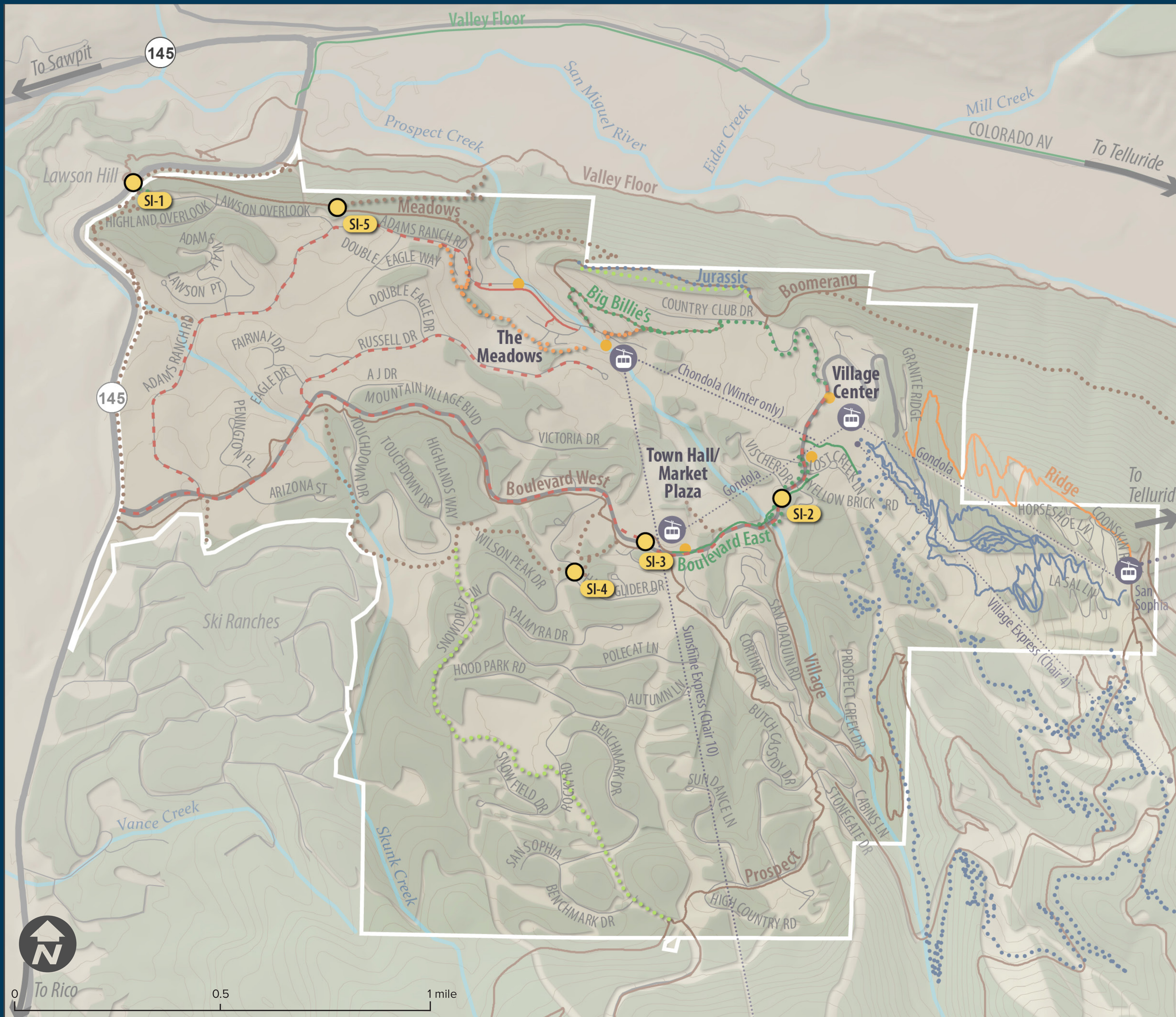
RECOMMENDATIONS

- Existing
- Proposed
- Shared-Use Path
- On-Street Improvements

NATURAL SURFACE TRAILS

- Shared Use
- Uphill Bike/
Multi-Directional Hike
- Descending Bikes Only
- Foot Traffic Only

●
Proposed Spot Improvement





Trail ID	Improvement Name	Improvement Type	Description	Stakeholders/Partners
SI-1	SR-145 Grade-separated trail crossing	Grade-separated trail crossing	Construct a grade-separated trail crossing (overcrossing or undercrossing) across SR-145 to connect Mountain Village to Lawson Hill. Coordinate and explore funding options with CDOT.	CDOT
SI-2	Eliminate at-grade crossing/use ski bridge	Eliminate at-grade crosswalk	Remove the existing at-grade crosswalk on Mountain Village Boulevard which is currently sited at a skew angle and on a curve. Proposed trails on both sides of Mountain Village Boulevard and the use of the existing ski bridge as a trail crossing will eliminate the need for the at-grade crosswalk.	TSG
SI-3	Boulevard Trail undercrossing	Trail undercrossing	Construct a new trail undercrossing from the proposed park at Elk Pond to Town Hall consistent with the Town Hall small area plan.	
SI-4	Elk Pond Trail Undercrossing	Trail undercrossing	Construct a trail undercrossing below Benchmark to facilitate the proposed Elk Pond Trail.	
SI-5	Meadows Express Bridge	Trail bridge	Construct a trail bridge over Prospect Creek to facilitate construction of the proposed Meadows Express trail.	TSG



Create a dismount zone for bicyclists in the Village Center

To reduce conflicts between pedestrians and bicyclists and maintain a safe environment for all.

- Establish with a municipal ordinance and promote with signage.
- Be prepared to provide enforcement, especially during peak hours.
- Consider the creation of rental bike test zones within the Village Center.



Develop a comprehensive signage program for on-street, off-street, and natural surface trails

To improve the user experience and promote the Mountain Village brand

- Follow current wayfinding best practices.
- Coordinate with the Town of Telluride, the United States Forest Service, and Telluride Ski and Golf



Develop a comprehensive and coordinated trail etiquette campaign

To ensure safety and improve the user experience.

- Develop in coordination all Mountain Village trail-related organizations and businesses
- Could include signage and educational materials distributed by the Town of Mountain Village, the Town of Telluride, Telluride Ski & Golf, and local bicycle shops.



Promote a trail system that is usable in all seasons

To broaden outdoor recreation opportunities and provide year-round access.

- Groom key trails to provide winter-time access.
- As the main trail corridor in Mountain Village, prioritize the Boulevard Trail for grooming.
- Consider coordinating with Telluride Ski & Golf to groom trails on open space and the golf course.
- Maintain fat bike trails separately from Nordic ski trails.



Improve trail-related amenities throughout the system

To improve user convenience and comfort.

- Determine where additional benches, lighting, and map kiosks are needed.
- Provide secure bike parking in key locations to encourage people to ride bicycles more frequently.
- Bike parking can be temporary in some locations to meet seasonal fluctuations in demand.
- Consider requiring the provision of bike parking with new development.