
Vision: 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.

PLAN GOALS



1. Connectivity

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

Objective 1.1

Connect the trail system to neighborhoods and major community nodes such as Town Hall, Village Center, and Meadow Village.

Objective 1.2

Integrate the trail system with the broader regional trail network.

Objective 1.3

Integrate the trail system with other transportation modes including local bus routes and the Gondola.



2. Safety

Ensure that trail users feel safe and protected when on Mountain Village Trails.

Objective 2.1

Manage and design trails to limit conflicts between non-motorized trail users.

Objective 2.2

Design trail and roadway intersections to maximize the safety of trail users.

RECOMMENDATION COMPONENTS



VISION AND GOALS – Introduces the plan vision, as well as plan goals and objectives.



FACILITY TYPES – Describes and defines a variety of trail facility types that are included in the recommendations.



FACILITY RECOMMENDATIONS – Presents recommendations for new trail facilities and trail facility improvements.



POLICY RECOMMENDATIONS – Presents policy recommendations that will support the facility recommendations.



3. Recreation

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

Objective 3.1

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.

Objective 3.2

Develop a trail system that provides transportation and recreation opportunities through all seasons.



4. Navigation

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

Objective 4.1

Provide seamless connections to destinations with consistent and recognizable infrastructure.

Objective 4.2

Develop a comprehensive wayfinding signage system that guides bicyclists and pedestrians throughout Mountain Village.



5. Sustainability

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

Objective 5.1

Develop a trail system that encourages people to walk or bicycle for transportation instead of driving.

Objective 5.2

Construct and maintain trails according to sustainable trail planning and construction best practices to limit environmental impacts.



6. Partnerships

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

Objective 6.1

Pursue collaborative funding strategies to support implementation of the trail system.

Objective 6.2

Seek out collaborative solutions that protect the interests of all partners whenever possible.

Objective 6.3

Coordinate with partners to promote development of the regional trail network.



SHARED-USE PATH/SIDEPATH



Boulevard Trail East is a shared-use path that is also considered a sidepath because it is adjacent to Mountain Village Blvd.

NATURAL SURFACE TRAIL



Big Billie's Trail is a natural surface trail that is currently open to all non-motorized users.

FACILITY TYPES

Infrastructure improvements fall into one of two categories: linear facilities, which include paths, trails, and on-street improvements; and spot improvements, such as grade-separated crossings and crosswalks.

Linear Facilities

Shared-Use Paths

Shared use paths are typically paved, eight- to twelve-foot wide facilities designed to accommodate people walking, bicycling, rollerblading, skateboarding, and using other active transportation modes. Shared-use paths are physically separated from roadways, in their own right-of-way. Shared-use paths can serve both transportation and recreation purposes.

Sidepaths are shared-use paths that run parallel to a road in shared right-of-way. Sidepaths are similar to shared-use paths but present challenges at roadway intersections. The paved section of the Boulevard Trail is considered a sidepath due to its adjacency to Mountain Village Boulevard.

Natural Surface Trails

Natural surface trails are pathways composed of compacted native soil or gravel. They can be designed and managed to service a wide variety of users or a select few. Different types of natural surface trails include:

Shared Use - Shared use natural surface trails are open to all non-motorized users, which typically includes mountain bikers and hikers or pedestrians.

Foot Traffic Only - “Foot traffic only” trails are open only to hikers or pedestrians. These trails can include characteristics not found on trails that allow bicyclists, such as narrow tread widths, stairs, and tight switchbacks.

Descending Bikes Only - Descending bike only trails are trails designated exclusively for bicyclists riding in the downhill direction. This management strategy may be employed to provide a better experience for bicyclists or to address safety concerns relating to differences in user speeds.

Uphill Bike/Multi-Directional Hike - These natural surface trails permit hikers to travel in either direction while bicyclists are only permitted to travel in the uphill direction. 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.

On-Street Improvements

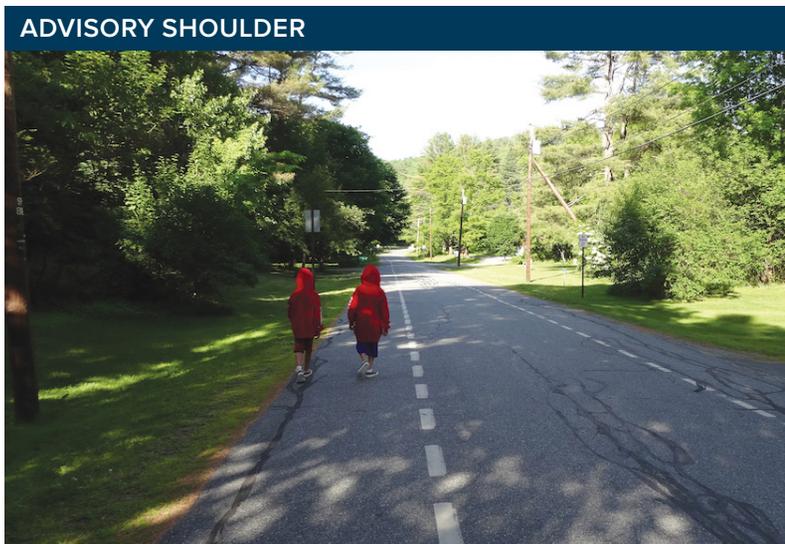
On-street improvements are facilities for bicyclists and pedestrians that are constructed as part of the roadway surface. For this plan, these improvements include wide shoulders and advisory shoulders.

Wide Shoulders - Wide shoulders provide usable space for pedestrians and bicyclists to travel on roads with a striped centerline. Shoulders can also be utilized by emergency and maintenance vehicles. The shoulder is designated by a solid white line. According to the *AASHTO Guide for the Development of Bicycle Facilities*, paved shoulders that are designed to accommodate bicyclists should be at least four feet wide. In many contexts, shoulders may also be utilized by pedestrians.

Advisory Shoulders - 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. Advisory shoulders are designated with dashed white lines to indicate the preferred travel space for non-motorized users. Motorists may move into the advisory shoulder when passing an on-coming vehicle, but only when no pedestrians or bicyclists are present.



Wide paved shoulders provide pedestrians and bicyclists with usable space outside of the vehicle travel lane.



Advisory shoulders prioritize shoulder space for pedestrians and bicyclists on narrow roads.

WIDE SHOULDER

ADVISORY SHOULDER

OVERCROSSING



Overcrossings are grade-separated trail crossings over obstacles such as roads, other paths, streams, or wetlands.

UNDERCROSSING



Undercrossings are grade separated trail crossings under obstacles such as roads and other paths.

Spot Improvements

Grade-Separated Crossings

Overcrossing - An overcrossing is a crossing that passes over a roadway at an elevated grade, allowing for the uninterrupted movement of users in both directions.

Undercrossing - An undercrossing is a crossing that passes under a roadway at a submerged grade, allowing for the uninterrupted movement of users in both directions.

Crosswalk Improvements

Crosswalks are facilities that are designed to facilitate the crossing of pedestrians and bicyclists at-grade with existing roadways. Crosswalks 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.

CROSSWALK



Crosswalk improvements can include pavement striping, curb ramps, striping, signage, and flashing beacons, among others.

FACILITY RECOMMENDATIONS

Overall Trail System

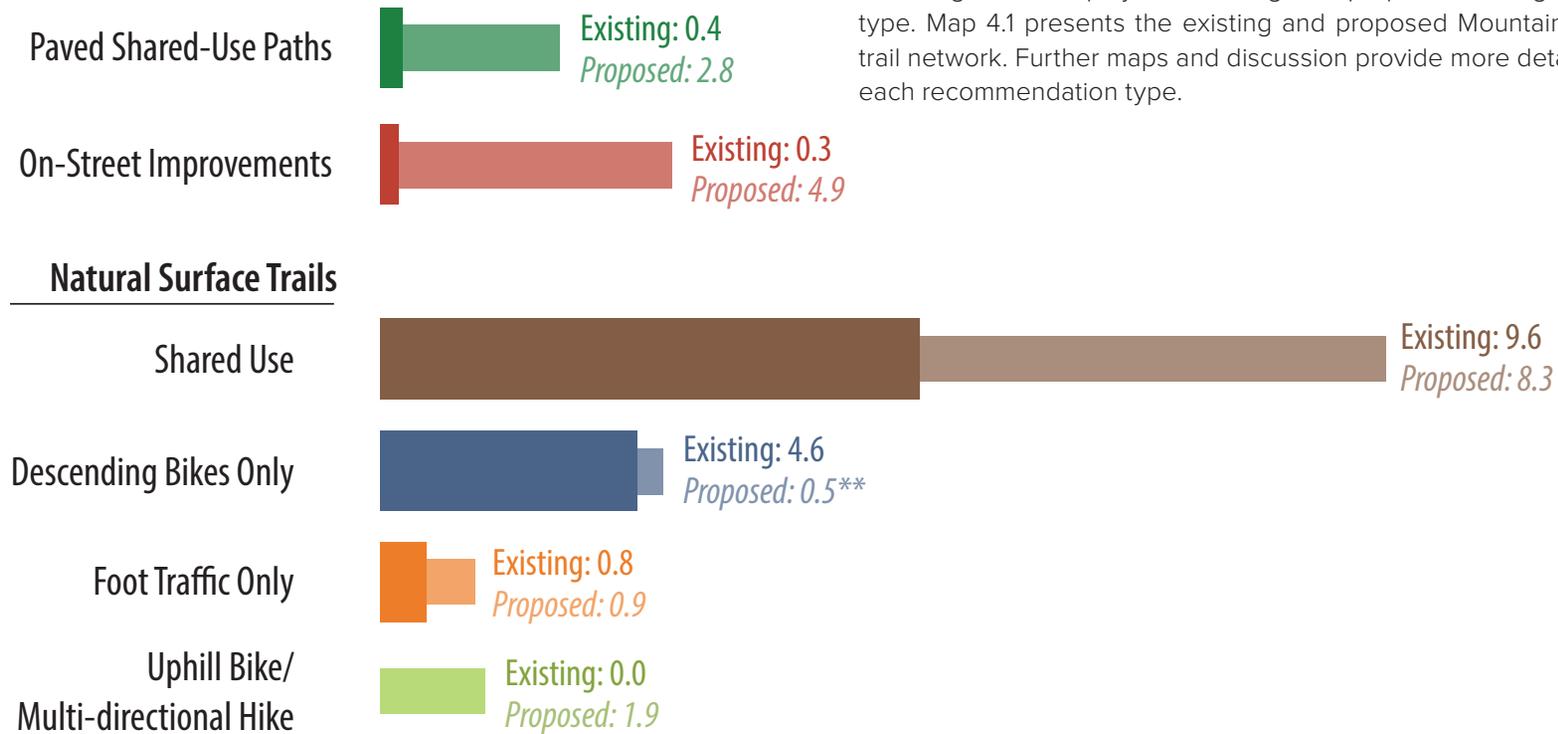
As of Summer 2018, the Town of Mountain Village existing trail system includes approximately 15.7 miles of formal trails within the municipal boundaries. Nearly half a mile are paved trails and 4.6 miles are part of the existing bike park, which is restricted to bikes traveling downhill. A 0.8 mile portion of the Ridge Trail is the only existing trail that is restricted to foot traffic only. The remaining 9.6 miles of trail are natural surface trails that are open to all non-motorized users.

This plan proposes the construction of new trails in addition to improvements to existing trails and roadways in order to enhance the comfort and safety of trail users. Recommendations are separated into three categories: **Shared Use Paths (Paved)**, **On-Street Improvements**, and **Natural Surface Trails**. Natural Surface Trails are further categorized into the following sub-groups:

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

The plan proposes the addition or renovation of a total 19.3 miles of trails. Figure 4.1 displays the existing and proposed mileage by trail type. Map 4.1 presents the existing and proposed Mountain Village trail network. Further maps and discussion provide more detail about each recommendation type.

FIGURE 4.1. EXISTING AND PROPOSED TRAIL MILEAGE BY TYPE*



*Mileage is approximate and includes only trails or portions of trails within the Mountain Village municipal boundaries. Some proposed trails are modifications to existing trails either by routing or by type. Existing trails and proposed trails do not equal the trail system at full buildout.

** Does not include Telluride Ski and Golf proposed trails that will be accessible only with the purchase of bike park pass.



MASTER PLAN

MAP 4.1 EXISTING AND PROPOSED TRAIL NETWORK*

- 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

*Trails depicted in this map that are outside of the Mountain Village municipal boundary are not included in trail mileage mentioned elsewhere in this plan.



TRAILS

MASTER PLAN

MAP 4.2 NATURAL SURFACE TRAIL RECOMMENDATIONS*

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

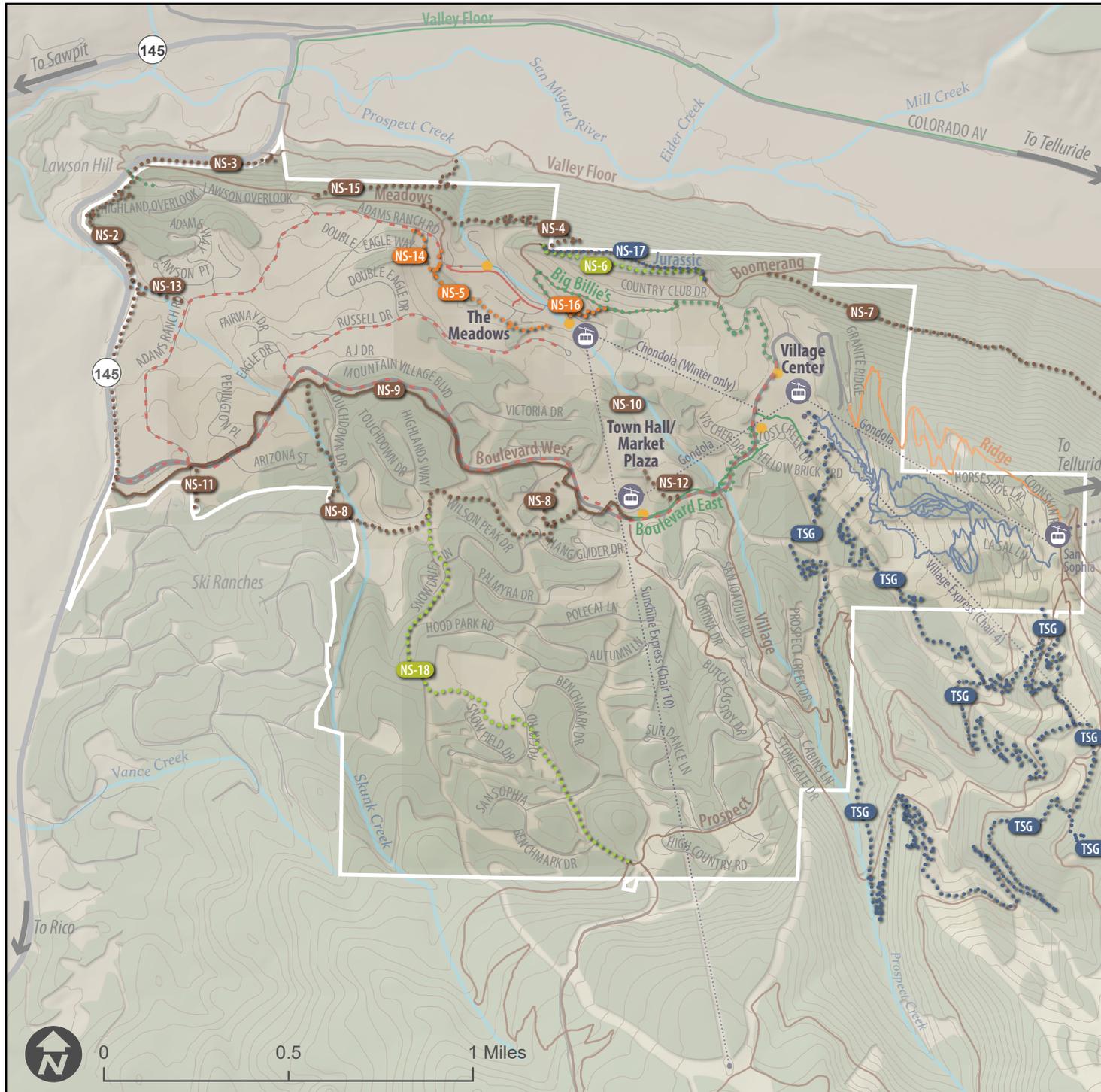
RECOMMENDATIONS

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

NATURAL SURFACE TRAILS

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

*Trails depicted in this map that are outside of the Mountain Village municipal boundary are not included in trail mileage mentioned elsewhere in this plan.



Natural Surface Trail Improvements

Natural surface trails comprise the majority of existing and proposed trail types in Mountain Village. These types of trails provide a naturalistic user experience and align with the town’s rural resort character. Currently, most natural surface trails in Mountain Village are open to all non-motorized users and are multi-directional.

The natural surface trail recommendations in this plan include the construction of several new natural surface trails, as well as improvements and changes in management to existing facilities. To minimize ongoing maintenance and to maximize user experience and sustainability, new natural surface trails should be designed and constructed by experienced trail builders. Suggested trail improvements include user and directional management strategies to reduce conflicts, improve safety, and provide connections to key

destinations in the area. Natural surface trail types include: Shared Use (open to all non-motorized users), Open to All Uphill Users/ Downhill Bikes Prohibited, Downhill Bikes Only, and Foot Traffic Only.

Table 4.1 includes each natural surface trail improvement with a description of the project, trail length, tread width, and potential stakeholders and partners. All natural surface trail improvements are also illustrated in Map 4.2 and labeled with their trail identification number. Proposed trails that are part of the Telluride Ski and Golf new bike park development are included in the map and are labeled “TSG”. Such trails will be open to descending bikes only with the purchase of a bike park pass and are included in the map for reference purposes only.

TABLE 4.1 NATURAL SURFACE TRAIL IMPROVEMENTS

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	Natured 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

TABLE 4.1 NATURAL SURFACE TRAIL IMPROVEMENTS, CONTINUED

Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/ Partners
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 some 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"	1.9	TSG
NS-10			<i>Placeholder for future project.</i>			
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. Coordinate with Ski Ranches to determine if connection is desired and feasible.	40"	0.1	Ski Ranches
NS-12	Boulevard to VCA	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	Emergency Access 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

TABLE 4.1 NATURAL SURFACE TRAIL IMPROVEMENTS, CONTINUED

Trail ID	Trail Name	Trail Type	Description	Tread Width	Length (miles)	Stakeholders/ Partners
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

Shared-Use Path Improvements

Currently, the only paved path in Mountain Village is the Boulevard East Trail. Paved shared-use paths and sidepaths provide the highest level of accessibility and comfort for all users, including children, the elderly, and people using wheeled mobility devices. In areas with particularly high pedestrian and bicyclist traffic, paved shared-use paths are the most suitable facilities to accommodate everyone.

The suggested improvements for shared-use paths presented in this plan are focused on the primary activity areas, where there is

significant existing pedestrian and bicyclist traffic and demand for enhanced connections between destinations.

Table 4.2 lists the shared-use path improvements while Map 4.3 and Map 4.3.1 (inset) illustrates their locations within Mountain Village.

TABLE 4.2 SHARED-USE PATH IMPROVEMENTS

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"	0.3	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 OS-3)	Develop a 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



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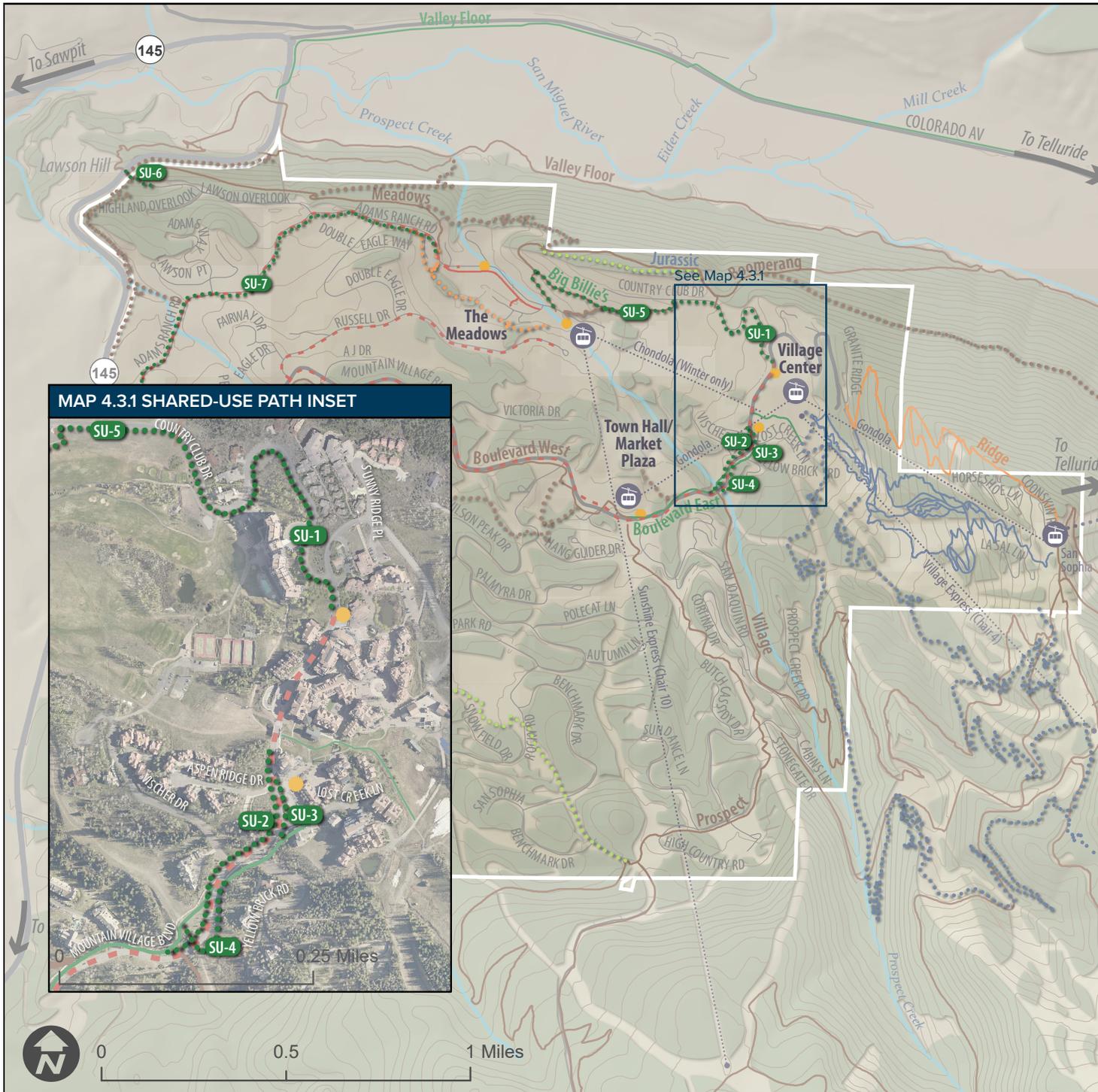
MAP 4.3 SHARED-USE PATH RECOMMENDATIONS*

- 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

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On-Street Improvements

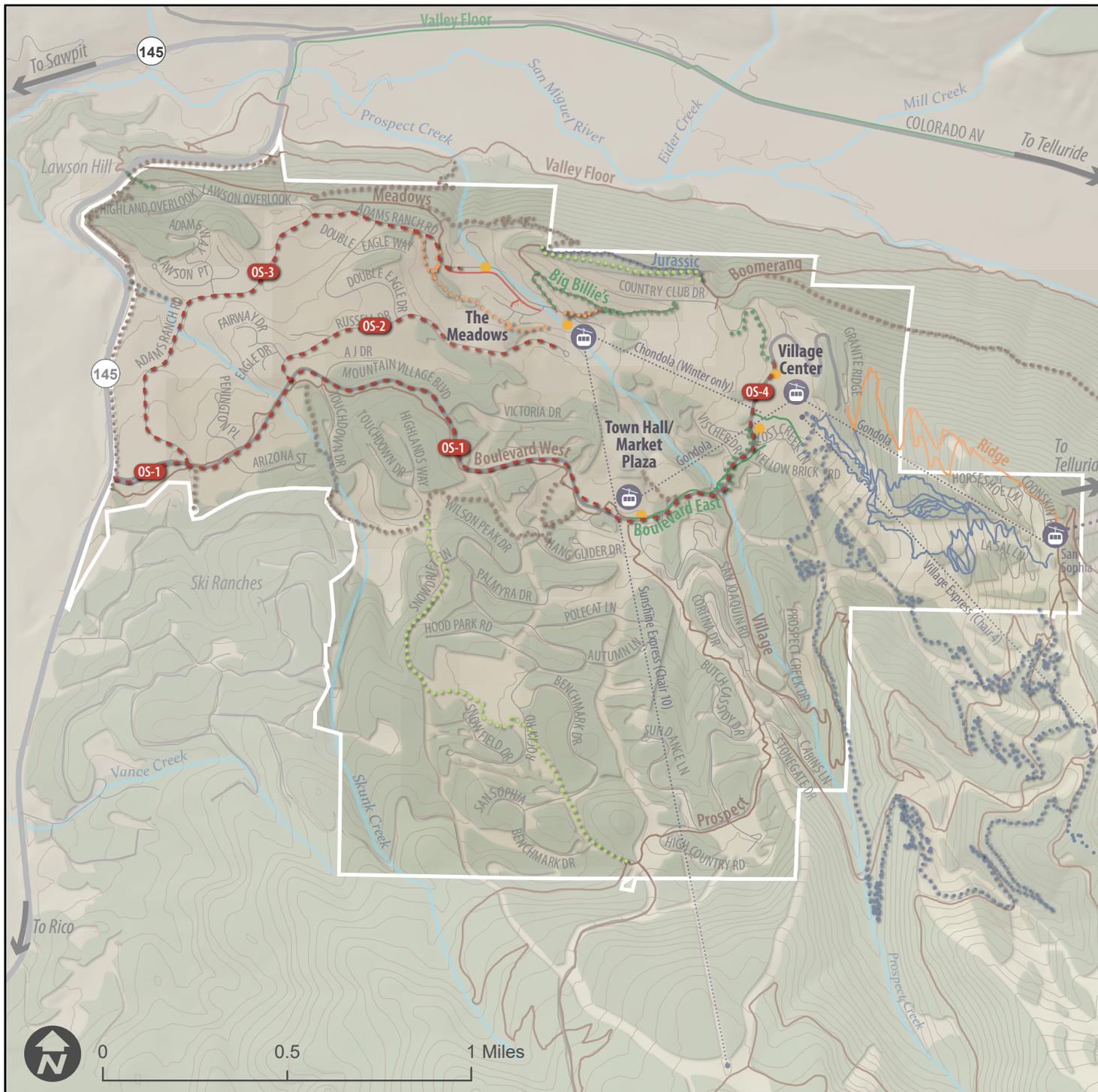
The majority of Mountain Village’s existing roadways lack sidewalks or dedicated space for pedestrians and bicyclists. Roads are often narrow with equally narrow paved or unpaved shoulders. Despite the lack of dedicated space, many residents and visitors walk and bicycle on roadways, either on narrow gravel shoulders, or within the vehicle travel lane. For the majority of roadways this works well when motor vehicle volumes and speeds are low. A local culture of roadway courtesy can also have a significant impact on perceptions of

safety and comfort. On some roads, particularly those with relatively heavy vehicle and non-motorized traffic and the presence of blind corners, this mixed traffic approach can pose a safety issue. This plan identifies key areas where the addition of on-street improvements, including wide shoulders and advisory shoulders will improve safety and comfort for all users.

On-street improvements are described in Table 4.3 and illustrated in Map 4.4.

TABLE 4.3 ON-STREET IMPROVEMENTS

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.	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



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MAP 4.4 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

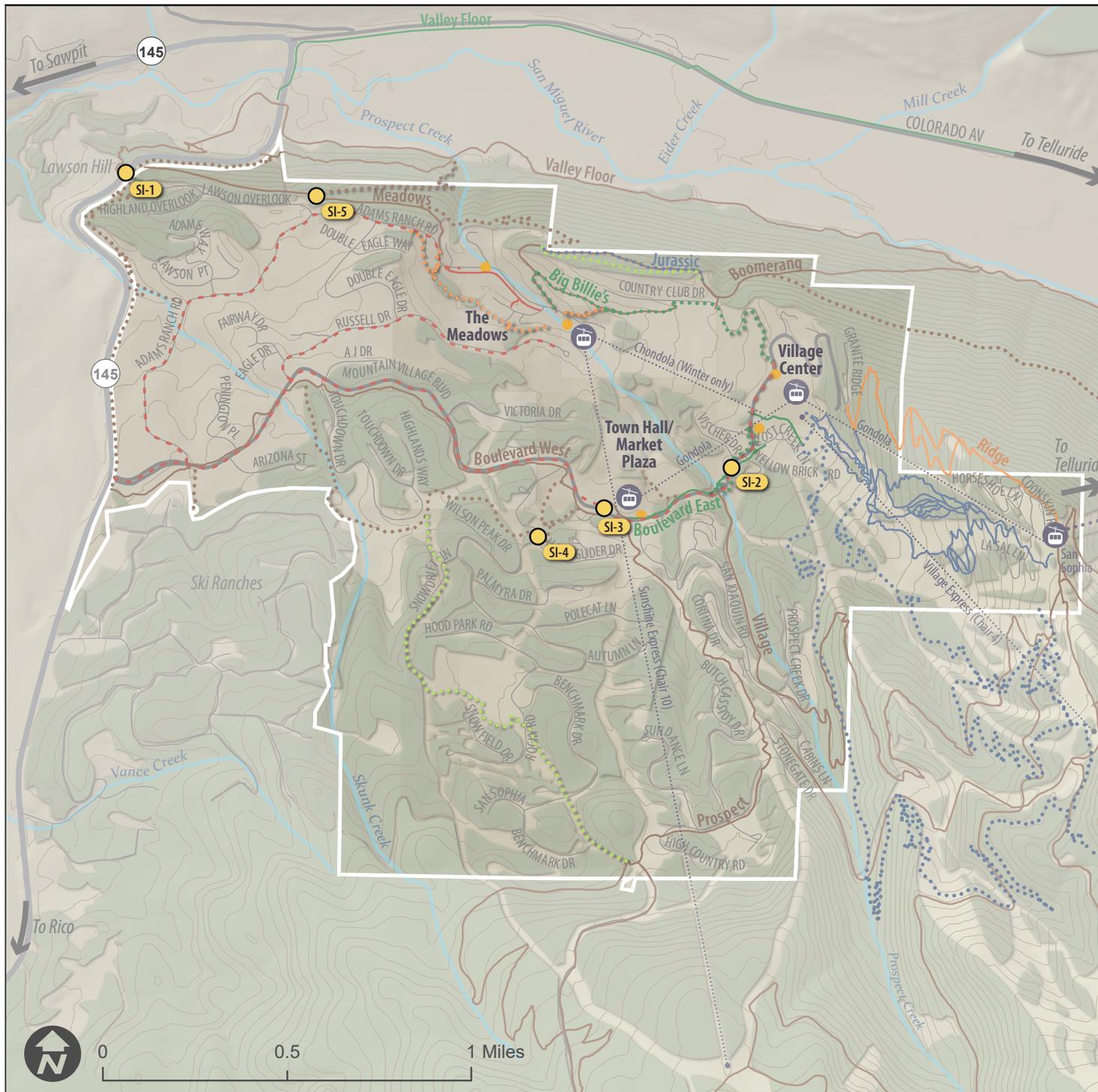
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Spot Improvements

Proposed spot improvements are largely focused on improving bicycle and pedestrian connectivity across roads or natural features. Spot improvements are listed in Table 4.4 and displayed on Map 4.5.

TABLE 4.4 SPOT IMPROVEMENTS

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.	
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



TRAILS

MASTER PLAN

MAP 4.5 SPOT 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

- Proposed Spot Improvement

*Trails depicted in this map that are outside of the Mountain Village municipal boundary are not included in trail mileage mentioned elsewhere in this plan.

POLICY RECOMMENDATIONS

Implementing a world-class trail system takes more than simply building great trails; it requires policies be put in place to ensure efficient and effective system use and management. The following policy recommendations are intended to support the facility recommendations discussed in the previous section.



Create a dismount zone for bicyclists in the Village Center

During peak season, there are high numbers of bicyclists exiting the mountain bike park at the Village Center Plaza, which is often busy with pedestrians, including small children and the elderly. With the expansion of the Telluride Ski and Golf bike park and increasing numbers of visitors to Mountain Village, conflicts between pedestrians and mountain bikers in the Village Center are expected to increase. Creating a dismount zone for bicyclists in the Village Center is recommended to maintain a safe environment for everyone.

A dismount zone can be established with a municipal ordinance and promoted with signage. Enforcement of violators may be necessary, particularly during peak hours. To meet everyone's needs, delineating small zones where rental shops can allow customers to test ride bikes, should be considered as a potential component of the overall dismount zone.



A bicycle dismount zone would reduce conflicts between pedestrians and bicyclists.



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

The Town of Mountain Village currently has some existing trail signage, but feedback from both stakeholders and the general public suggests that it is insufficient for most users to effectively navigate the system. Developing a comprehensive signage program for the entire trail system using current wayfinding best practices should be a priority for Mountain Village. A consistent and well-designed signage program will not only improve the user experience, it will provide an opportunity to promote the Mountain Village brand. Coordination with the Town of Telluride, the United States Forest Service, and Telluride Ski and Golf should be pursued, if possible, to facilitate connections to neighboring trail systems and destinations.



Develop a comprehensive and coordinated trail user etiquette campaign

With the large number of visitors coming to Mountain Village, and their varying levels of trail experience, conflicts between users on trails is not uncommon and poses a safety issue. Developing a comprehensive and coordinated trail user etiquette campaign across all trail-related organizations and businesses will help to ensure that people understand how to properly use the trail system. Such a campaign could include signage and educational materials to be distributed by the Town of Mountain Village, the Town of Telluride, Telluride Ski and Golf, and local bicycle shops.



Promote a trail system that is usable in all seasons

In recent years, winter bicycling has become increasingly popular in mountain resort communities, especially as weather patterns that ski destinations rely on become increasingly unpredictable. Winter bicycling presents an opportunity for such communities to provide outdoor recreation experiences year-round and to potentially attract new visitors.

Grooming trails after snowfalls is key to providing winter-time access. As the main trail corridor in Mountain Village, the Boulevard Trail should be prioritized for grooming. From a recreational perspective, grooming trails in open space and on the golf course presents an opportunity to provide additional fat biking opportunities, but will require coordination and approval from Telluride Ski and Golf. Trails maintained for fat biking should be kept separate from nordic ski trails due to the differences in treads.



Improve trail-related amenities throughout the system

Trail-related amenities such as benches, lighting, map kiosks, and bicycle parking can improve user experience by increasing convenience and comfort. Benches provide opportunities to rest, lighting increases visibility and safety, and map kiosks help users orient themselves within the system.

When it comes to bicycle parking, people may ride more frequently if they know there are ample places to securely park their bikes. One strategy for increasing the amount of bicycle parking in a community is to require that it be provided with new development. The Town of Mountain Village should assess bike parking needs at the Village Center, Town Hall/Market Plaza, and the Meadows and install bike racks in public locations as needed. Bike parking can be temporary in some locations to meet seasonal fluctuations in demand. Reference the Association of Pedestrian and Bicycle Professionals (APBP)'s [Essentials of Bike Parking: Selecting and Install Bike Parking That Works](#) (2015) for further information on bicycle parking best practices.



Develop a shared mobility device ordinance

With a bike share program planned for launch by 2020, the Town of Mountain Village should take proactive steps to establish permitting and operational policies for other shared mobility providers. Since 2017, cities and towns have seen the rise of new direct-to-consumer business models for providing a range of shared mobility options, specifically dockless bike share, dockless e-bike share, and dockless e-scootershare. While these modes can, in some cases, coexist with established docked and hybrid systems and with other competing providers, municipalities have identified the value of closely managing the use of the public right-of-way and setting clear standards for entry to the local market and performance measures that align with city goals. This protects existing city investments and prioritizes the intended outcomes established by the city.

For examples of policies established in cities with existing public bike share programs, see: [Denver, Colorado](#); [Austin, Texas](#); and [Charlotte, North Carolina](#).



Covered short-term bicycle parking provides weather protection.

