ACKNOWLEDGEMENTS
Many organizations and individuals contributed to the development of the “Trails Sustainability Plan” for the Telluride region in cooperation with Telluride Mountain Club. This project was made possible through the generous support of San Miguel County, Town of Mountain Village, Telluride Foundation, and San Miguel Authority for Regional Transportation. Over 500 survey responses were also gathered from the public from two surveys which provided valuable feedback and helped form the conceptual trail proposals. The Telluride Mountain Club, San Miguel County, Town of Mountain Village, the Telluride Foundation, and the San Miguel Authority for Regional Transportation do not condone trespassing on private property. No San Miguel County funds were used to create maps, which reflect trails crossing private land without the permission of the landowner.

CONSULTANTS

Sweet & Sustainable
Singletrack LLC
ACRONYMS

BLM – Bureau of Land Management
CDOT – Colorado Department of Transportation
CPW – Colorado Parks and Wildlife
CR – County Road
EA – Environmental Assessment
MUTCD – Manual on Uniform Traffic Control Devices
NEPA – National Environmental Policy Act
SMC – San Miguel County
SMVC – San Miguel Valley Corp
SMART – San Miguel Authority for Regional Transportation
USFS – United States Forest Service
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   B. Summer 2017 Trails Proposal
   C. Telluride Regional Trails Survey Report
   D. USFS Trail Fundamentals and Trail Management Objectives
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CHAPTER 1. Introduction
1. INTRODUCTION

Overview

The Telluride region is located in southwest Colorado and is well known for its spectacular mountain views. For purposes of this plan, the Telluride region is defined as the area surrounding the towns of Telluride and Mountain Village, north to the San Sophia Ridgeline, south to Lizard Head Pass, east to peaks above Bridal Veil, and west to Placerville. Telluride is surrounded by smaller communities such as San Bernardo, Ophir, Ames, Ilium, Sawpit, and Placerville, and also located in close proximity to Ridgway, Norwood, and Rico. The Mount Sneffels Wilderness Area lies to the north of Telluride, and Lizard Head Wilderness Area to the south. There are thousands of acres of federal public land managed by the United States Forest Service (USFS) and Bureau of Land Management (BLM) surrounding Telluride which offer numerous outdoor recreational opportunities.

Telluride and Mountain Village are small mountain towns that provide opportunities for outdoor recreation, tourism, and cultural activities. Telluride lies in a box canyon where steep mountains and cliffs surround the town offering stunning views throughout the region. Mountain Village is located just southwest of Telluride. Telluride was founded in 1878 as an area rich in various mines. The Telluride Historic District is listed on the National Register of Historic Places and is also one of Colorado’s 20 National Historic Landmarks. In 1972, the first ski lift was opened, and Telluride Ski Resort has been thriving ever since. Many famous music and film festivals were introduced to the area back in the 1970’s and continue to bring thousands of tourists to the region to this day. From the 1980’s to early 2000’s, the towns continued to grow and attract visitors as it became known as one of “Colorado’s best kept secrets”.

Many of the trails in the Telluride region were formed during the early mining years and are named after the region’s history. A majority of the trails in the region are intermediate to advanced due to the steep terrain. The Telluride region offers many recreational opportunities including hiking, climbing, mountain biking, four-wheeling, camping, fishing, skiing, snowmobiling, and hunting. There are over 200 miles of existing trails in the Telluride region. The “Trails Sustainability Plan” includes approximately 51 miles of conceptual, non-motorized, single-track trails in the area to increase connectivity and create a more robust, environmentally conscious, and well-planned trail system. These non-motorized trails will provide additional opportunities for hiking, biking and equestrian use. These trails are all conceptual in nature and have not yet been approved. They have been identified using maps and GIS data. The final trail alignments have not yet been determined and are subject to change.
Location of Project Area

Project Area
Planning Efforts

Several planning efforts have been completed in the Telluride region over the past decade, with many others currently in process. A trail update meeting was held November 1, 2018 with several agencies and groups to discuss ongoing trail planning efforts in the Telluride region. This information provides a brief background and offers a snapshot of those collaborative trail planning efforts.

U.S. Forest Service (USFS)
The USFS completed the San Juan National Forest Land and Resource Management Plan (RMP) in September 2013. This RMP provided landscape-level planning for multiple resources in the region. The USFS is currently working on a Forest Plan revision for the Grand Mesa-Uncompahgre-and Gunnison National Forests (GMUG). This Forest Plan revision was initiated in June 2017 and will provide a basic framework to guide forest management of resources, goods, and services, including trail development. The USFS Norwood Ranger District is considering several trail projects in the Telluride region including the Magic Meadows Trail Phase 2 (which as of spring 2019 has been approved to move forward), Flume Trail/Ilium Connector, and Deep Creek Reroute.

Bureau of Land Management (BLM)
Revision of the BLM’s Tres Rios Resource Management Plan was conducted jointly with the USFS San Juan Forest Plan and was signed in February 2015. The BLM Uncompahgre Field Office is in the process of finalizing their RMP with an anticipated completion date of Spring 2019.

San Miguel County (SMC)
SMC completed a Comprehensive Development Plan (amended in 2008) which provides guidance for development of trails in SMC. They recently opened two new trails in 2018 including the Remine Creek Trail and Bridal Veil Trail. SMC is also actively working on regional trail connections. The County's Open Space Commission is currently working on reviewing and updating the County's Trails Master Plan/Strategic Plan. SMC is working with the Town of Telluride to initiate planning for the Perimeter Trail at the east end of the valley. And last, SMC is undertaking planning for a Telluride to Placerville connector/commuter trail.

Town of Telluride
The Telluride Master Plan was completed in 2006 by the Town of Telluride and revised in 2012. It provides a framework for decisions related to physical, social, economic, and environmental development of the community. The “Telluride Valley Floor Integrated Monitoring Plan” (December 2013) describes key elements for management of recreation on the Telluride Valley Floor. Their goals are to “develop and implement a Trails Plan that provides quality recreational access and opportunities in a manner that is compatible with the conservation values of the property and long-term restoration plans” and “permit compatible winter recreational activities and uses while minimizing impacts to wildlife, sensitive vegetation, and wildlife movement corridors.” The Town of Telluride worked with SMC on the construction and funding of the new Bridal Veil Trail.
Town of Mountain Village
The Town of Mountain Village is currently developing a community-wide trails Master Plan which will establish a vision to create more choices for active transportation, commuting, and recreation (2018). The Town of Telluride and Town of Mountain Village continue to collaborate on trail opportunities that connect the two towns. The Town of Mountain Village is planning to start construction on multiple projects during the summer of 2019. They also have a vision to better connect the Meadows Trail to Lawson Hill, the Valley Floor, and the bike path.

Telluride Ski Resort
Telluride Ski Resort is currently working on new mountain bike flow trails that will allow for more beginner and intermediate trails in the Telluride Bike Park. They are also considering the addition of new cross-country mountain bike trails within their special use permit area. They have made a commitment to provide a financial contribution to the National Forest Foundation (NFF). Future contributions could include a $25 donation for each pass product sold. The NFF matches 50% of contributions. These funds can be applied and used for new trail development and maintenance throughout the region.

San Miguel Authority for Regional Transportation (SMART)
SMART continues to work with various groups and partners to increase commuter trail options in the region.

Telluride Foundation
The Telluride Foundation works with groups in the entire region to help improve quality of life and connect communities. Currently, they are working with many trail groups within the greater Telluride region on trail planning and connectivity.

Telluride Mountain Club’s Trail Sustainability Plan is intended to be a guiding document for the next ten years for maintaining and developing non-motorized trails in the Telluride region. It is assumed that the trails and priorities in this document will change and morph over time. This plan includes a wide range of trails such as natural surface, improved graveled surfaces, and multi-use paved pathways for all forms of non-motorized recreation. Telluride Mountain Club’s goal in this long-term planning effort is to meet twice a year with these partners to continue discussing collaborative trail planning and implementation in the Telluride region.
Mission and Vision

Telluride Mountain Club is a 501(c)(3) nonprofit organization with the goal to preserve and enhance public access to human powered activities including hiking, backcountry skiing and boarding, mountaineering, climbing, and other mountain-related recreation. Personal responsibility, self-sufficiency, and environmental stewardship are core values, as well as preserving each citizen’s right to their “Freedom of the Hills.” Originally conceived as an avalanche education organization in 1986, the Telluride Mountain Club evolved towards access, advocacy, and promoting responsible, safe backcountry travel and recreation.

Telluride Mountain Club’s mission is to advocate for safe, accessible, enjoyable, and respectful opportunities for human-powered recreational activities in the Telluride region, through education, awareness, and collaboration. Telluride Mountain Club envisions increased recreational opportunities, safety, and environmental sensitivity for both locals and visitors in the community.

The “Trails Sustainability Plan” establishes a vision to enhance quality of life and provide economic benefits to the community from outdoor recreation opportunities. The expectation is that the conceptual trails in the “Trails Sustainability Plan” would help disperse use, strategize for future growth in the Telluride region, enhance connectivity between existing trails, provide a more sustainable and environmentally conscious trail system that is easy to access and navigate, and increase the number of commuter options. The long-term vision for this project is to combine the “Trails Sustainability Plan” with other regional trail plans and ultimately create a master trail plan for the greater Telluride region in cooperation with other user groups, organizations, government agencies, land managers, and private land owners.

TMtC serves many purposes:

ADVOCATING
for the education, appreciation, enjoyment, and protection of human-powered, mountain-related activities.

PROMOTING
Personal responsibility, safety, and self-sufficiency while enjoying the backcountry.

CREATING
New and preserving existing access for human-powered backcountry recreation.
Project Area

The Telluride region includes approximately 137,000 acres of land managed by the USFS, BLM, SMC, Town of Telluride, Town of Mountain Village, and private landowners. The Telluride region is located in SMC. Telluride Mountain Club has worked diligently to identify land status but makes no warranty as to the accuracy and completeness of the maps provided online or in this document. No assumption is made to have permission to construct any trails in the future until the proper process has been completed by each managing agency. Please respect private land and do not cross without owner permission. If any trails are proposed on private land, the proper easements would need to be secured and only with proper landowner permission.

The Telluride region is an area that Telluride Mountain Club is focusing on for purposes of this project and is defined as an area surrounding the towns of Telluride and Mountain Village, and includes San Sophia Ridgeline south to Lizard Head Pass, top of Bridal Veil and Imogene Pass, and west to Placerville.

The greater Telluride region extends beyond the Telluride region west to Norwood and south to Rico. The long-term vision is to work with new potential partners, towns, and entities to complete a master trails plan for our portion of southwest Colorado that would include the greater Telluride region.
Regional Map of Project Area

Telluride Region
Purpose and Need

The purpose of the “Trails Sustainability Plan” is to provide an updated inventory of the existing trail network in the Telluride region and develop a proposal of non-motorized trails which would connect and build upon the current trail system. It will provide additional opportunities for hiking, trail running, biking and equestrian use. The purpose is to provide increased safety and connectivity; link neighborhoods, businesses, schools, and other community facilities; increase accessibility; connect visitors to the landscapes and features within the Telluride region; and adhere to an ecologically sustainable trail system planning model. The “Trails Sustainability Plan” will provide cost estimates and funding strategies for trail development and maintenance.

Outdoor recreation tourism continues to grow in Colorado, as well as in the Telluride region. Projections indicate that Colorado’s population is expected to increase by over 20% by 2026. This project helps assess the current trail system, address long-term maintenance and management of current and future trails, and identify the need for new non-motorized trails and commuter opportunities while also protecting natural resources. The trails in the Telluride region continue to become more popular, and as a result, more crowded each year. From 2007 to 2016, the daily average visitation growth during the summers increased by nearly 35% (Telluride Tourism Board). The “Trails Sustainability Plan” will help address this need by dispersing use, reducing congestion, and creating a well-rounded trail system.
Trail Benefits

Planning, development, and maintenance of trail systems are very important to the community, visitors, and long-term sustainability. Regional and local trail systems provide economic, social, environmental, and health benefits for individuals, communities, and regions. Trail systems benefit the local and regional economies by increasing business from both locals and tourists. It also increases property values of adjacent properties.

Trails provide healthier lifestyles, social connections, a safe place to recreate, sense of community, connection to nature, and alternative transportation. Commuter trails provide important connections within a community between businesses, medical centers, parks, and schools. Research has shown that a large percentage of residents in various towns throughout the country chose to live in their town based on the trail network in and around their community.

Colorado Parks and Wildlife’s (CPW) “2016-2026 Statewide Trails Strategic Plan” has provided the following statistics on outdoor recreation benefits based on research and surveys. More detailed information on this research can be found in their plan.

CPW 2016-2026 Statewide Trails Strategic Plan.

- Colorado generates $34.5 billion annually in direct and indirect economic impacts and $21 billion on trips and equipment.
- Non-motorized trail related recreation generates $3 billion or more annually.
- Outdoor recreation in Colorado generates 313,000 jobs and $4.2 billion in wages.
- $4.9 billion is generated in local, state, and federal tax revenues.
- 83% of Coloradans recreate on trails.

A series of studies commissioned by the Outdoor Alliance concluded that human-powered outdoor recreation is a major economic factor for the Grand Mesa, Uncompahgre and Gunnison National Forests (GMUG). Many of the existing and proposed trails included in this plan are located within the GMUG National Forests. This report showed that outdoor recreation generates $445.9 million annually for communities in western Colorado while also supporting 5,802 full-time jobs. Outdoor recreation provides extraordinary economic benefits to the communities in the Telluride region. The results of that study can be found in their report.

The Economic Influence of Human Powered Recreation in Colorado’s Grand Mesa, Uncompahgre, and Gunnison National Forests
Goals & Objectives

**Identify and Improve the Existing Trail Network**
- Inventory and map existing trails
- Identify areas that can accommodate more trails
- Recommend conceptual trail locations for future trails
- Develop a maintenance plan for existing trails
- Identify land ownership on existing and proposed trails

**Facilitate Public Involvement**
- Involve partners and the public through meetings and online surveys
- Meet with partners to discuss conceptual trail locations

**Enhance Connectivity and Safety**
- Recommend conceptual trail locations that provide safe commuter routes between key public access points, as well as connecting towns, communities, and neighborhoods
- Recommend conceptual trail locations that provide connections between existing trail systems near towns or in the high country
- Evaluate where additional connections and improvements can be made to improve commuting within the existing network
- Develop a sign plan for existing and proposed trails
- Recommend trailheads or other amenities to provide safe access to trails
- Provide recommendations for enhanced trail safety
- Provide a variety of commuter and recreational trails

**Develop an Implementation Plan**
- Develop implementation priorities, strategies, and funding goals for conceptual and existing trails
- Recommend trail design standards and guidelines that fit the purpose of the trail and environment
- Provide cost estimates to fund implementation
- Develop recommendations on how partners can work cooperatively to achieve these goals and objectives

**Provide a Vision for Trails that will Enhance Regional Trail Connectivity**
- Identify regional trails that connect to existing trails
- Identify potential new connectors that will enhance current regional trails
- Work with surrounding organizations to develop a regional trail network
CHAPTER 2. Public Outreach
2. PUBLIC OUTREACH

Public Engagement

Telluride Regional Trails System Vision Survey

Over 500 community members contributed to the development of the “Trails Sustainability Plan” over the last several years. Telluride Mountain Club conducted the first online survey during the Fall of 2015 and received 370 responses. The goal was to determine a vision for Telluride’s regional trail system and identify priorities for new non-motorized trails in the area. The survey gathered information about existing conditions of trails, signage, and facilities. Based on feedback from this survey, Telluride Mountain Club developed a conceptual trail plan and proposed seven new connectors, reroutes, and new non-motorized trails. These conceptual trails provide a vision for new trail locations based on survey responses, as well as information gathered from the Telluride Mountain Club Board of Directors. Each conceptual trail will require site-specific assessments to determine sustainability, feasibility, and compatibility with known resource concerns. Overall, Telluride Mountain Club received strong community support for this project and the consensus was a need for improved trail maintenance, better signage, increased connectivity and commuter trails, and new multi-use, medium-challenge trails.

SURVEY HIGHLIGHTS

- 83% of survey participants were full-time residents of the Telluride region, 13% were part-time residents, and 4% were visitors.
- Most participants were hikers and bikers and use the trail system 3 to 4 times per week.
- Hikers considered themselves intermediate to advanced, while bikers considered their abilities to be advanced to expert.
- The majority of participants were in favor of a new tax initiative to help fund trails.
- Most participants said they would volunteer or donate money for trails.
- Favorite biking trails: Prospect, Village, Jurassic, Alta, Sunshine Trail, Deep Creek, Eider Creek, Mill Creek, Galloping Goose, Valley Floor, and the Bike Path
- Favorite hiking trails: Bear Creek, Jud Wiebe, High Country Trails (Silver Lake, Blue Lake, etc.), Valley Floor, Deep Creek, Eider Creek, Mill Creek, Sneffels, Whipple, and Mountain Village based trails.
SURVEY RESULTS

Challenge Level Desired

- **EXPERT CHALLENGE (HIGH, HARD, EXPOSED, STEEP, LONG)**: 6%
- **ADVANCED CHALLENGE (STEEP SECTIONS, TECHNICAL CHALLENGES)**: 30%
- **MEDIUM CHALLENGE (SOME HILLS WITH MODERATE GRADE, SMALL TECHNICAL SECTIONS)**: 60%
- **LOW CHALLENGE (SMALL HILLS, SMOOTH TREAD)**: 5%

Type of Trails Desired

- **NOT IN SUPPORT OF NEW TRAILS**: 5%
- **SINGLE-USE HIKING TRAILS**: 18%
- **MULTI-USE TRAILS THAT ACCOMMODATE BIKES**: 54%
- **DESIGNATED MOUNTAIN BIKE TRAILS**: 23%
TRAILS SUSTAINABILITY PLAN | 20

The trails visited most frequently were also identified as the ones that should be prioritized for maintenance and improvements. Trail maintenance improves long-term sustainability, aesthetic value of the trail, and quality of the recreation experience. Some ideas from the survey responses in terms of maintenance and improvements in the area included: construct new connector trails, improve sustainability and stabilization of current trails, clear downed trees, increase signage, provide bridge crossings, and clean up waste and trash in heavily used areas.
Local and regional community members identified several potential new trail locations as a result of the first survey. The top five trails proposed included: Telluride Perimeter Trail, more Telluride Ski Resort trails towards Prospect Basin, trails from the Town of Telluride to the top of the gondola, a separate Bridal Veil hiking trail to reduce congestion and address safety concerns, and regional trails to improve connectivity between Telluride and the surrounding communities of Rico, Norwood, Sawpit, Placerville, Silverton, Ouray, and Ridgway.
Partners Meeting

A partners meeting was hosted by Telluride Mountain Club in July 2018, at the Wilkinson Public Library in Telluride. Representatives from Telluride Mountain Club, Sparrow Trails, Town of Mountain Village, SMC Parks and Open Space, Telluride Foundation, S.M.A.R.T., and Sweet and Sustainable Singletrack attended the partners meeting.

The purpose of the meeting was to discuss current and new partnerships and review information on the trail planning process. The presentation included the purpose and need, goals and objectives, schedule, information regarding the two online surveys, and an open discussion regarding expectations moving forward on the “Trails Sustainability Plan.” The partners discussed the need for more uniform signage in the Telluride region, maps that show commuter specific trails, and overall funding strategies for trails such as tax initiatives, grants, youth crews, and a Memorandum of Understanding between Telluride Mountain Club and all partners involved to lay the foundation of expectations and goals going forward.
Telluride Regional Trails Survey

After the first survey in 2015, Telluride Mountain Club drafted the “Summer 2017 Trails Proposal,” which provided conceptual maps and descriptions of trail locations identified in the first survey. A second online survey was conducted from July to August 2018 to collect feedback on these conceptual trails. Over 160 participants provided valuable information regarding the proposed trails.

Overall, local and regional community members supported the conceptual alignments identified by Telluride Mountain Club with an understanding that the final alignments and exact locations were still to be determined after field assessments are completed at a later date. The table on the following page shows the percentage of survey participants who supported the conceptual trail locations. A few natural resource concerns were noted including unknown effects on wildlife habitat, fisheries, flora, and fauna. These concerns will be addressed during the appropriate public process and approval method by each managing agency. The public also stressed a desire for multi-use trails with various degrees of difficulty level.

The top four trail goals identified were:
1. Address safety concerns;
2. Provide necessary connections between existing routes;
3. Offer new opportunities and better access;
4. Increase commuter trail options.

SURVEY HIGHLIGHTS

- 73% of survey participants were full-time residents of the Telluride region; 20% were part-time residents and 7% were visitors.
- Most of the participants were hikers and mountain bikers who use the trails primarily for recreation, health, training, and commuting (in that order of importance). For those who use the trails to commute, the participants surveyed average 2 to 5 miles per trip.
- Most survey participants stated they found information regarding trails in the area via word of mouth. Other notable options were via Telluride Mountain Club (website and social media), trail guide books, apps, and maps.
- The top priorities for improving trails were: better connectors, directional trails, improved trail maintenance, better signage and maps, easier and safer trails, collaboration between partners, improved access and facilities, and improved sustainability of trails.
BIKE PARK TRAILS

MULTI-USE TRAILS SURROUNDING MOUNTAIN VILLAGE

COMPETION OF DOWN VALLEY RIVER TRAIL

SUPPORT FOR TRAILS

Percent

0 20 40 60 80 100

TELLURIDE PERIMETER TRAIL
BRIDAL VEIL HIKING TRAIL
DEEP CREEK WEST END REROUTE
EIDER TO MILL CREEK CONNECTOR
MILL CREEK BYPASS
TELLURIDE TO TOP OF GONDOLA
WEST VALLEY FLOOR CONNECTOR
MULTI-USE HIGH COUNTRY CONNECTORS TO SURROUNDING TOWNS
GALLOPING GOOSE TO SUNSHINE TRAIL CONNECTOR
SKI RESORT TRAILS TOWARDS PROSPECT BASIN
ALTA LAKES/TURKEY CREEK MESA MULTI-USE TRAILS
COMPLETION OF DOWN VALLEY RIVER TRAIL
CONNECTORS ON DEEP CREEK MESA/TELLURIDE AREA
TRAVERSE TRAIL FROM T35 TRAIL TO GALLOPING GOOSE
TWO RIVERS GALLOPING GOOSE CONNECTOR
LAST DOLLAR PASS TO SAWPIT
BEAR CREEK TRAIL TO TELLURIDE TOWN PARK
MULTI-USE TRAILS SURROUNDING MOUNTAIN VILLAGE
BIKE PARK TRAILS
CHALLENGES
One of the goals of this survey was to determine what the public perceives as challenges in the area so we can better plan for and provide long-term sustainability of trails in the Telluride region. Some of the primary concerns included: lack of funding for maintenance or developing new trails; lack of connector trails; lack of support and coordination for new trails; lack of quality trails due to maintenance, design, or steepness of the terrain; lack of easy and safe commuter trails; overcrowding; safety related to multiple-use conflicts; and lack of facilities.

While Telluride Mountain Club cannot provide the solutions to all of these challenges, we hope the conceptual trails proposed in the “Trails Sustainability Plan” will help guide us in moving forward to address these concerns in a positive way. The conceptual trails were located in areas to provide new connections, new commuter opportunities, and new trails with various degrees of difficulty level ranging from beginner to advanced. Telluride Mountain Club plans to seek funding for these projects through partnerships, grants, donations, club memberships, fundraisers, and assistance from the agencies.

It is recommended that trail design be completed by professional trail designers to provide long-term, environmentally sustainable trail systems. The trails would be designed for non-motorized, multiple-use recreation with various degrees of difficulty level. The end result would be a safer, more sustainable trail system that reduces overcrowding and conflicts between users.
Trail Approval Process

Projects proposed on public lands managed by the BLM and USFS must adhere to the National Environmental Policy Act (NEPA). This Act was signed into law on January 1, 1970. It requires federal agencies to analyze the environmental, social, and economic effects of their proposed actions through an interdisciplinary approach. This process also provides opportunities for public comment and review of proposals before they are approved. All conceptual trails on federal land in this proposal must go through the appropriate environmental analysis before they would be approved and constructed. Below is the NEPA triangle from the USFS describing the federal process for approving trails which begins on the left with the “Proposal.” More information regarding each step and what is involved can be found at the following site: https://www.fs.fed.us/emc/nepa/.

The local and county government process differs from the federal process. Proposals must be presented to each governing agency and be formally reviewed and approved before any type of field work can be completed.
CHAPTER 3. Existing Trails
3. EXISTING TRAILS

Description

The existing non-motorized trails in the Telluride region offer a wide variety of recreation experiences including hiking, biking, climbing, snowshoeing, and skiing for all ages and abilities in one of the most beautiful places in Colorado. As a part of this planning process, Telluride Mountain Club mapped over 200 miles of existing, non-motorized trails in the Telluride region, including approximately 24.6 miles of commuter trails. This inventory is being assessed by the partners to ensure accuracy and completeness. The Telluride region offers hundreds of miles of diverse natural surface trails, graveled trails near town, and paved trails. The trail system in and around Telluride and Mountain Village currently provides important connectors that link businesses, neighborhoods, and community destinations which offers commuter routes for residents.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
Trail Standards

Current trail standards vary throughout the region based on location and jurisdiction. Trails in this area include natural surface, graveled, and paved, all with different widths depending on location and use type. All jurisdictions have one common goal: to design and construct trails that are environmentally sustainable and reduce impacts to natural and cultural resources. The USFS developed Trail Fundamentals and Trail Management Objectives which include five important concepts as the cornerstones for trail management, including: trail type, trail class, managed use, designed use, and trail design parameters. The trail design parameters are guidelines for survey, design, construction, maintenance, and assessment of National Forest System trails based on their designed use and trail class.

The BLM developed trail design standards in the “Guidelines for a Quality Trail Experience.” One of their core principles is to balance three components of trail sustainability, including: environmental sustainability, social sustainability, and economic sustainability.

Trail standards on federal lands, as well as many other jurisdictions, typically follow the trail design criteria found in “Trail Solutions: IMBA's Guide to Building Sweet Singletrack” (2004).

The Town of Telluride, the Town of Mountain Village, and SMC each have their own set of trail design standards described in their planning documents mentioned in Chapter 1 under the heading “Planning Efforts.”
CHAPTER 4. Conceptual Trails
4. CONCEPTUAL TRAILS

Recommendations

Telluride Mountain Club has developed three groups of conceptual trails for the Telluride region as a result of public input and meetings with partners. These conceptual trails are abstract in nature and are in the very early stage of planning. The locations have not been field verified. These priorities were determined based on need, feasibility, and benefits. The order of importance and priorities may change over time. The conceptual trails were evaluated and prioritized based on feedback received from the two online surveys, as well as meetings with the USFS and partners. This priority list is a combination and compromise of priorities determined by stakeholders and the public.

The primary focus is on new trails to extend the current commuter trail network, new connector trails, necessary reroutes to address resource concerns, and new loop opportunities. The strategy is to start closest to Telluride and Mountain Village and work out into the Telluride region to provide necessary connectors within and near town. Once these are complete, the plan is to shift the focus to creating new trails that will expand the greater Telluride region trail network that reaches out to nearby communities such as Placerville, Rico, and Norwood. The hope is that all of these trails would be designated as non-motorized and provide additional opportunities for hiking, trail running, biking and equestrian use. The final designation and use type allowed will be determined by the appropriate land management agency or landowner.

Conceptual trail locations have been determined using GIS software and topographic maps to provide a vision for the approximate location of new trails, as well as set priorities and strategies for implementation. These locations have not been verified in the field. Specific alignments and trail design will take place closer in time to the necessary process for analyzing and approving the trails. It is recommended that all conceptual trails be professionally designed and constructed. All mileage provided in this section is approximate and final mileage will be determined after field assessments are complete. Telluride Mountain Club and the plan partners do not assume to have permission to cross private property. Trail projects will not move forward or be constructed without permission and easements from all proper authorities, landowners and private landowners.
## Priorities

<table>
<thead>
<tr>
<th>Priority</th>
<th>Trail Name</th>
<th>Trail Type</th>
<th>Length (miles)</th>
<th>Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GROUP 1</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Bridal Veil Creek Trail</td>
<td>Natural Surface</td>
<td>1.2</td>
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<td>SMC, Town of Telluride, USFS</td>
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<td>USFS</td>
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<td>Mill Creek Bypass</td>
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<td>Telluride to Ridgway to Montrose</td>
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*14-17: Numerous landowners will be involved in these trails. The conceptual locations have not yet been identified, so the proposed locations and potential landowners have not been identified.*
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
GROUP 1
The first group of conceptual trails focuses on extending the current commuter trail network, connector trails, necessary reroutes to address resource concerns, and new loop opportunities close to Telluride and Mountain Village.

1 – Bridal Veil Creek Trail

Estimated Length: 1.2 miles

Jurisdiction: Idarado private property, SMC

Location: East end of Telluride

Description: This conceptual trail alignment will help improve safety, congestion, and user experience through a more logical hiking and walking route. This trail would provide a new trail option connecting the lower parking area to the base of Bridal Veil Falls. It would reduce conflicts and risks associated with multiple user groups on a busy road. The potential route starts on Idarado land at the established parking area at the start of the Bridal Veil Road. The trail would cross Ingram Creek on Idarado land. This segment is approximately 0.3 miles. The trail would continue onto SMC land for approximately 0.9 miles and then connect to SMC’s new Bridal Veil Trail (built in the summer of 2018) up to the bottom of Bridal Veil Falls. The new Bridal Veil Creek Trail would connect with this SMC trail where it lays east to west and continue to the base of the falls. This section would be approximately 0.3 miles. Permission and easements from the private landowners would need to be secured and addressed to construct these trails. Telluride Mountain Club and SMC are currently working on this trail project.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
2 – Perimeter Trail

Estimated Length: 3.5 miles

Jurisdiction: SMC, Town of Telluride, USFS

Location: East side of Telluride

Description: This proposed trail would be designed and constructed as a primitive, intermediate hiking trail and meander from the Town of Telluride’s Union Placer Trail and Telluride Town Park to SMC’s Kentucky Placer Trail, to a new “Umbrella Wall Trail” on USFS and SMC land. This section would then connect to the existing primitive trail that extends from the south corner of the Lower Bridal Veil Road. A short section of new trails would be proposed to connect from this existing primitive trail and travel northwest along Bridal Veil Creek. On the north side of the valley, there is a proposed section that would connect Lower Bridal Veil Road with Marshall Creek Road. From there, the trail would link with Tomboy Road via the existing primitive Marshall Creek Road.

This proposal includes improvements to existing trail segments as well as new connector trails. It would reduce congestion on other nearby trails that are easily accessible from town, including the Jud Wiebe and Bear Creek Trail. There are two potential bridge locations proposed as part of this potential alignment. The need and feasibility of those bridges will be determined by the stakeholders involved in the final decision.

SMC and the Town of Telluride are currently in communication and have initiated planning in regard to the Perimeter Trail.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
3 – Deep Creek Reroute

Estimated Length: 2.1 miles

Jurisdiction: USFS

Location: Approximately 2 miles northwest of the Town of Telluride

Description: This proposed trail is a sustainable reroute of the west end of the Deep Creek Trail to preserve the land surrounding both the current and proposed trail. This reroute would accommodate multi-use traffic and a broader range of ability levels. It would start at the top of the hill on the west end of the established Deep Creek Trail and switchback at a moderate grade down to the established Whipple Mountain/Deep Creek Trail intersection. The current west end of the Deep Creek Trail is built at a grade that only accommodates advanced mountain biking and hiking and is not sustainable for spring runoff. Currently, user-created, rogue trails are being formed at a grade that is unsustainable and not user-friendly for multiple user groups. This reroute has been considered a top priority by the USFS. They plan to flag the alignment during the summer of 2019. One mile or less of trail would be decommissioned.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
4 – Mill Creek Bypass

Estimated Length: 1.25 miles

Jurisdiction: USFS, Butcher Creek PUD Open Space Parcel

Location: North of Telluride

Description: This proposed trail would help alleviate mountain bike traffic off the Jud Wiebe Trail while also creating a new connector between the existing Mill Creek Waterline Trail and the bike path parallel to Hwy 145. This connector would provide new trail access and loop options to Mill Creek, Deep Creek, Sneffels Highline, and the Jud Wiebe trails. It would relieve congestion on the Jud Wiebe Trail and Mill Creek Trail which both receive high use. This trail would require many switchbacks and likely accommodate intermediate to advanced mountain bikers, as well as hikers and trail runners due to the steepness of the terrain. The concept of this trail is considered a priority by the USFS, however more planning needs to be done to determine appropriate alignments. They plan to evaluate the possibility of this trail in 2019.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
5 – Eider to Mill Creek Connector

Estimated Length: 1.1 mile

Jurisdiction: USFS

Location: North of Telluride and northwest of proposed Mill Creek Bypass

Description: The proposed Eider to Mill Creek Connector Trail would connect the lower, southern section of the Eider Creek Trail to the west end of the Mill Creek Trail and south end of Deep Creek Trail. This connector would provide a safe alternative to recreationists using the Mill Creek Road. It would be designed for beginner to advanced, multi-use, non-motorized traffic. It would allow for more connections and loops via established trails on the sunny side of the Telluride valley which receives high use in the early season and throughout the summer. This would help address resource concerns by providing additional early season recreational opportunities when other nearby trails may still be snowy or muddy. It would also reduce overcrowding on nearby trails.
Conceptual Eider Creek to Mill Creek Connector Trail

Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
6 – Meadows Trail to Valley Floor Connector

Estimated Length: 0.6 mile

Jurisdiction: Colorado Department of Transportation (CDOT), San Miguel Valley Corps (SMVC)

Location: West end of the Telluride Valley Floor and south of Society Turn

Description: This proposed trail would connect the existing Meadows Trail and bike path with the west end of the Telluride Valley Floor Trail. The proposed connector would be located within CDOT right-of-way. It would be designed and constructed as a beginner trail along an old railroad grade bench that currently exists. This connector would provide a safe alternative and eliminate the need for recreationists to cross Hwy 145 at the Meadows and Lawson Hill Trail intersection. It would also provide new commuter opportunities to connect Telluride, Mountain Village, and Lawson Hill.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
7 – Mountain Village Entrance to Meadows Connector

Estimated Length: 1.5 miles

Jurisdiction: Telluride Ski & Golf, Mountain Village, private land

Location: Mountain Village

Description: Currently, there are no safe options to travel from Mountain Village down to the Valley Floor via a beginner or intermediate level trail. Currently, recreationists descend to Telluride from Mountain Village down Lawson Hill via Highway 145. This proposed connector trail would fill that need for recreational use and commuters. It would create a safer option and improve trail connectivity in the region.

The proposed connector trail consists of a beginner to intermediate level single-track trail that would parallel Highway 145 from Mountain Village entrance north.

The southern section of the proposed trail is “Mountain Village entrance to Skunk Creek” and the northern section is “Skunk Creek to Meadows Trail.” Option B and Option C could connect these new trail segments with the road system in Mountain Village and the Meadows Trail. Permission and easements from the private landowners would need to be secured and addressed to construct these trails.

Initial trail planning for the Mountain Village entrance to Skunk Creek trail is being led by the Town of Mountain Village.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
8 – Magic Meadows Phase 2

Estimated Length: 3.5 miles

Jurisdiction: USFS

Location: 1 mile west of Alta Lakes and 4 miles southwest of Telluride

Description: The USFS is proposing to realign 3 miles of single-track trail in the Alta Lakes area. Four trail segments on the existing Magic Meadows Trail (#515) will be rerouted to be more sustainable locations, improving the trail surface, grade, and adequate drainage features. Three miles will be decommissioned. The goal of this project is to create a high quality, non-motorized trail. This project is currently in the USFS planning process with tentative plans to complete the trail by November 2019. Trail construction would be completed by USFS crews, Southwest Conservation Corps, and volunteers. The USFS just completed Phase 1 of the Magic Meadows Trail Project which involved rerouting and decommissioning trail segments which trespass onto adjacent private land. This action was part of the decision approved by the USFS in the Environmental Assessment.

As of spring 2019, Magic Meadows Phase 2 has been approved to move forward. The trail realignment is scheduled for August and September of 2019.
Conceptual Magic Meadows Reroute

Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
9 – Two Rivers Galloping Goose Connector

Estimated Length: 1.3 miles

Jurisdiction: USFS

Location: 1.5 miles west of Telluride

Description: The proposed Two Rivers Galloping Goose Connector Trails would link the existing Galloping Goose Trail near Lawson Hill, the Two Rivers neighborhood, County Road (CR) 63L, the Mary E Campground, and the Galloping Goose Trail that meanders along the west side of the South Fork of the San Miguel River. These trails would be designed and constructed as beginner to intermediate multi-use trails. These links would provide new recreational opportunities, as well as new commuter options from Ilium Valley to Telluride via the Galloping Goose, Lawson Hill and the Telluride Valley Floor. The proposed trails would create additional beginner trails, alleviate congestion on the Galloping Goose Trail, provide safer commuter routes, and provide new loop opportunities. One bridge would be necessary for construction of this trail to cross the South Fork River near the Galloping Goose section on the west side of the river.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
10 – Galloping Goose to Sunshine Trail Connector

Estimated Length: 1.5 miles

Jurisdiction: USFS

Location: 10 miles southwest of Telluride in Ilium Valley

Description: This proposed trail would link the Galloping Goose Trail to Sunshine Trail. It would also include a spur trail connecting the new segment to the Sheep Corrals. This connector system would disperse non-motorized users off the narrow and steep Sunshine Mesa Road and Ilium Road 63L, thus providing increased safety, new connections, and loops with existing trails in the area. These new connectors would be designed and constructed as beginner to intermediate non-motorized, multi-use trails. Two bridges would be required to cross the South Fork River, one where the Sunshine Trail meets Ilium Road and a second near the Sheep Corrals.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
GROUP 2
The second group of conceptual trails shifts the focus to working out from the center of town into the Telluride region to provide necessary connectors near town.

11 – Gondola to Telluride

Estimated Length: 10 miles

Jurisdiction: USFS, Telluride Ski & Golf, Town of Mountain Village, Town of Telluride

Location: In Telluride and leading up to the top of the gondola

Description: These conceptual trail segments provide more trails between the Town of Telluride and top of the gondola. A variety of new trail segments have been identified to provide more loop opportunities and options between Telluride and the top of the gondola. Some of these conceptual trail locations could also be used as commuter trail options. More work is needed with partners in order to determine approximate locations and feasibility.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
12- Ilium Trails

Estimated Length: 10 miles
Jurisdiction: USFS
Location: Ilium

Description: These two conceptual trail segments provide additional loop options in the Ilium valley. The Ilium Flume trail would connect the existing Galloping Goose-Ilium segment and the Sunshine Trail. The Sunshine Point Loop would begin at the intersection of the Sunshine Trail and Sunshine Mesa Road, then head north and provide a loop trail option. These potential trails are also a higher priority for the USFS.
Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
13 – Deep Creek to Placerville

Estimated Length: 13.5 miles

Jurisdiction: USFS, BLM, potentially others depending on final alignment

Location: North end of Deep Creek Trail to Placerville

Description: The conceptual trail begins at the northern end of Deep Creek Trail just before it enters the Mount Sneffels Wilderness Area. The entry point of this new trail may be difficult to locate to ensure it stays outside the wilderness area and off private property. The goal of this trail is to provide a regional trail connection from Telluride to Placerville for non-motorized, multi-use recreational opportunities. It will likely be a variety of beginner to advanced. There are several private land parcels located near the conceptual trail locations so caution will be used when field flagging the exact location and final alignment of this trail. Possible boardwalks or bridges may be necessary to cross small creeks. The exact location of those bridges is unknown at this time.
Conceptual Deep Creek to Placerville Trail

Disclaimer: The proposed trails are conceptual in nature. They have not been ground-truthed or field verified for feasibility or sustainability. Please do not assume or attempt access to these areas without first obtaining proper approvals.
GROUP 3

The third group of conceptual trails includes planning for regional trail development between communities. There are several towns within 80 miles (or less) from Telluride. These towns and the surrounding abundance of public lands offer a wide variety of outdoor recreation opportunities. Telluride Mountain Club, along with our partners, value the importance of and potential for new trail opportunities that will help provide year-round outdoor recreation for the greater Telluride region. The Telluride Foundation hosted their first Regional Trails Meeting in February 2018 which included over 50 community members from Rico to Telluride to Norwood, the West End, and Gateway. Participants included local trails groups, outdoor enthusiasts, town and county officials, economic development partners, small business owners, USFS, BLM, and the Colorado Department of Natural Resources. The Telluride Foundation hosted a second Regional Trails meeting in June 2018 which focused on marketing and promoting existing trails in the region. It is our hope that Telluride Mountain Club can work together with our partners and the public to help develop trail plans to connect our communities.

14 – Telluride to Placerville
Telluride Mountain Club, along with several of our partners, would like to develop a conceptual commuter trail to connect Telluride to Placerville. This potential trail would be approximately 16 miles. SMC is currently working on the planning stage of this project.

15 – Telluride to Rico
Telluride Mountain Club plans to coordinate with partners and user groups such as Rico Trails Alliance to develop a conceptual trail plan that would connect Telluride to Rico. This could be a backcountry, natural surface trail or possibly a hardened surface trail that falls within the CDOT right-of-way. Telluride to Rico is approximately 40 miles.

16 – Placerville to Norwood
Telluride Mountain Club plans to coordinate with partners and user groups such as the West End Trails Alliance to develop a conceptual connector trail between Placerville and Norwood. This distance is approximately 17.5 miles via the highway.

17 – Telluride to Ridgway to Montrose
Many groups over the years have been interested in pursuing a trail connector from Telluride to Ridgway (39 miles) and Ridgway to Montrose (27 miles) which totals approximately 66 miles. Many segments of trail currently exist between these communities. Telluride Mountain Club plans to coordinate with partners and user groups such as Colorado Plateau Mountain Bike Trail Association to help develop a conceptual trail that would connect these communities.
CHAPTER 5. Signage
5. SIGNAGE PLAN

Guidelines and Regulations

The trails in the Telluride region cross many jurisdictions each with their own set of signage guidelines and regulations, therefore producing a variety of sign styles across the region. Trail signage exists to provide direction, inform users of the type of use allowed, and orient trail users. The USFS and BLM each have their own set of agency guidelines and regulations pertaining to signs. These standards help provide consistency across public land managed by the USFS or BLM. The towns, San Miguel County and other landowners also have their own set of standards for trail signs within each area, however they may vary within each town based on location, context, and intent. Most entities typically follow the guidelines set forth in the federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Following are some examples of trail signs in the Telluride region.
Signage Goals

- Awareness
- Safety
- Provide connections between routes
- Interpretive and educational (amenities, natural and cultural resources, etc.)
- Informational
- Orientation
- Regulatory
- Identification
- Assists to know the responsible party to contact for trail questions

Design Recommendations
A cohesive sign plan for the region would be extremely beneficial to the users to ensure consistency and easy navigation throughout the area. While each agency and town may have their own set of specific guidelines, following the sign standards set forth in the MUTCD would provide consistency across jurisdictions. All participating partners should coordinate efforts when designing and placing signs.

A sign plan helps identify locations where new signs are needed when developing a new trail system. It helps determine budget needs and provides consistent planning across jurisdictions. The “Trails Sustainability Plan” will provide recommendations for the location of new signs based on the potential new trails including new intersections and intersections of closed trails that will be rehabilitated after reroutes are completed. It is suggested that new trail signage be minimal in size and wording.

Many of the proposed, conceptual trails are located on public land managed by the USFS. This sign is a standard USFS sign placed at trail intersections. It includes a wood post, Carsonite strip with decals showing transportation types allowed, USFS logo, and a wood sign at the top with the trail name. The BLM also uses this type of sign at major trail intersections. The sign post may be dug several feet into the ground or stabilized by rocks at the base depending on the soil type. In places where trails are closed due to a reroute, the USFS and BLM both typically use a Carsonite sign with a decal showing “closed route” after the trail is rehabilitated. For purposes of the “Trails Sustainability Plan,” this is the type of sign we recommend for all new trail intersections located on USFS and BLM land. The trail intersections located on town and county land would be similar in style but may have a metal sign at the top showing trail names or “You are Here” maps attached to the posts.
Signage Locations

The following information estimates the location, number, and type of signs needed for each new conceptual trail. The final decision on type, style, and location of signs will be determined by the managing entity after the final trail alignments are determined. This sign plan emphasizes signs at new trail intersections and trailheads only.

1. Bridal Veil Creek Trail. This trail may need four new trail signs. These signs should follow SMC sign standards and be consistent with other trail signs in the Bridal Veil Creek Trail area. Some of these signs could be simple carsonite signs at the spur trails that lead to the falls as well as one or two trail intersection signs where the Bridal Veil Creek Trail connects to the new SMC Bridal Veil Trail.

2. Perimeter Trail. New signs would be needed at the following locations: in Telluride Town Park, at the intersection of Bridal Veil Creek Spur, at both intersections of Bridal Veil Falls Road, and at the Marshall Creek Trail Connector. Signage that includes maps and “You are Here” direction would be helpful along with standard USFS signs.

3. Deep Creek Reroute. This proposal is a reroute of an existing trail. There would be no new trail intersections. Once the new segments are constructed, there would be several segments of trail to be decommissioned. We recommend using natural barriers such as rocks, branches, and debris to decommission these routes.

4. Mill Creek Bypass. Two new signs are recommended at the intersection of the paved bike path (Town and USFS standards) and the intersection of the proposed trail and the established Mill Creek Trail (USFS standard sign).

5. Eider to Mill Creek Connector. Two new standard USFS signs would be needed at the junction of the proposed connector and the Eider Creek Trail and at the junction of the Mill Creek/Deep Creek Trail and the proposed connector.

6. Meadows Trail to Valley Floor Connector. Four new signs would be needed where the new connector trail intersects with other existing trails. These signs would need to adhere to CDOT standards, as well as Town of Mountain Village, Town of Telluride, and SMVC sign standards.

7. Mountain Village Entrance to Meadows Connector. New trail intersection signs would need to follow standards set forth by CDOT, Town of Mountain Village, Telluride Ski and Golf, and SMVC. This conceptual trail still needs substantial review before a final alignment is determined. The number of signs and locations is still to be determined.

8. Magic Meadows Phase 2: Two new standard USFS signs would likely be needed for this proposal. We recommend using natural barriers where the trail will be closed.

9. Two Rivers Galloping Goose Connector. Seven new standard USFS signs would be needed for this proposal at the following locations: three signs along CR 63L, intersection in the USFS Mary E Campground, intersection with the Galloping Goose Trail-Ilium Segment, intersection with the Coal Chutes Loop/Alexander Trail, and at the fork in the new section of proposed trail on the east side of CR 63L.
10. Galloping Goose to Sunshine Connector. Six new standard USFS signs would be needed for this proposal. These signs would be placed at the junction of the new proposed connectors and Sunshine Trail (two locations), Sunshine Mesa Road, Ilium Road, USFS Sheep Corrals Day Use Area, and one at the intersection of the proposed connector and proposed spur trail to the sheep corrals.

11. Gondola to Telluride. Approximately 10 new signs would be needed for this project. This proposal includes trails on Town of Telluride, Telluride Ski & Golf, and USFS so it would need close coordination with all entities to ensure sign standards are followed for each.

12. Ilium Trails. Four new standard USFS signs would be needed at the following locations: intersection of proposed Ilium Flume Trail with the Galloping Goose-Ilium segment, intersection of proposed Ilium Flume Trail with the Sunshine Trail, intersection of proposed Sunshine Point Loop trail with the Sunshine Trail, and one at the southern point of the proposed Sunshine Point Loop.

13. Deep Creek to Placerville. The final alignment of this long-distance conceptual trail will very likely differ from what is presented in the conceptual map. Approximately 10 standard USFS and BLM intersection signs would be needed depending on final trail alignment.
CHAPTER 6. Trail Maintenance
6. TRAIL MAINTENANCE

Maintenance Recommendations

Maintenance of a trail system should be a collaborative effort. We recommend that Telluride Mountain Club work with partners and stakeholders to develop a Memorandum of Understanding which will lay the foundation for long-term development and maintenance of non-motorized trails in the Telluride region. All of the proposed, conceptual trails in the “Trails Sustainability Plan” should be professionally designed and constructed to ensure long-term sustainability of the trails.

Telluride Mountain Club will assist with trail maintenance on existing and proposed trails in the Telluride region along with other trail advocacy groups in the area. Trail maintenance can be achieved through public trail work days throughout the year. Telluride Mountain Club will coordinate volunteer events with the land management agency.

Routine trail maintenance generally includes: annual trail inventories to assess trail conditions; erosion controls such as water bars, steps, and culverts; trash removal along the trails and at trailheads; trimming the shoulders of the trail for appropriate corridor width; inspecting trail segments for safety concerns; and sign replacement. Routine maintenance work is typically completed in the spring after snow melt-off. Major maintenance needs include cutting fallen trees, weed treatment or removal, trailhead maintenance, bridge repairs, and replacement of trailhead signs due to weathering or vandalism. Some of this work is completed by Telluride Mountain Club while some is completed by contractors.

Maintenance Funding

It is estimated that if trails are designed and constructed sustainably, it would cost approximately $5,000.00 per mile every five years to maintain a trail. This number is a rough estimate and varies based on location and difficulty of the trail, as well as natural events. There are many funding strategies for maintenance of a trail system including grants, private fundraising, local events, and public volunteer work days. Some communities in Colorado have created a maintenance endowment or trust fund which requires a large financial contribution to get started and then other partners and private donors can contribute monthly or annually to the fund to help generate income for long-term maintenance. Telluride Mountain Club suggests moving forward with a maintenance endowment or trust fund as part of the Memorandum of Understanding.
CHAPTER 7. Implementation

TRAIL WORK!
7. IMPLEMENTATION

Budget Planning

Implementation of new trails includes many components from planning through construction. Costs vary widely depending on location and trail design, as well as jurisdiction of the trail. Final costs will be determined after each trail segment is finalized and approved by the managing agency, town, or the county. The purpose of this implementation plan is to provide baseline information on possible costs, realizing that these costs will likely change after each trail alignment is finalized. The estimates provided are based on industry standards which increase over time. Trails can be constructed by a variety of sources which can significantly affect costs, including: professional trail construction, youth corps, and volunteers. Telluride Mountain Club plans to assist with the efforts for new trail planning and construction for projects as needed. Many of the stakeholders and entities mentioned throughout the “Trails Sustainability Plan” have already taken the lead with efforts for new trail projects listed in this document. Telluride Mountain Club’s plan is to help where needed and to initiate projects that don’t have existing planning in place. The entity ultimately responsible for planning and building each trail will be determined by the land management agency as trails are approved.

All projects that are located on federal land will need to be analyzed according to the NEPA. The level of environmental analysis required for each proposed project will be determined by the land management agency. The least expensive method is to have the USFS or BLM complete the environmental analysis. This work could be contracted out if additional funds are available. The cost to complete an environmental assessment (EA) for a trail proposal can vary widely depending on number of public meetings, comments received, and number of alternatives considered. The estimated cost to hire a contractor to complete the environmental analysis is approximately $200K-$400K per project.

Trail construction costs vary widely depending on factors such as location, trail surface, width, and design features. Estimates for trail construction should be requested after trail alignments are finalized and approved. Costs should also be increased by approximately 10% to account for final design after alignments are finalized. Telluride Mountain Club will make recommendations for trail alignments and meet with the appropriate agency, town or the county. Trails projects will not move forward or be constructed without permission and easements from all proper authorities, landowners and private landowners.

The trails proposed in this “Trails Sustainability Plan” are natural surface trails unless otherwise noted. Cost estimates provided are based on the following assumptions and adhere to USFS and BLM trail design standards:

- Trails would be non-motorized (hike, run, horse and bike), natural surface trails,
- Trail construction would be 18-24” bench cut and 12-18” tread,
- Trail corridors would be cleared 3’ wide by 12’ with vegetation cut back to those specifications to accommodate all forms of approved non-motorized use,
- Additional design features such as rock walls, berms, boardwalks, etc. can raise the initial per mile cost,
- Trail construction costs include: final design and pin flagging, vegetation clearing, and construction of trail tread.

General Estimates:

- Hand-Built Trail Construction = $15K-$25K per mile
- Machine Construction = $10K-$40K per mile
- Combination (machine clears corridor and bench cutting then hand-crew finishes the tread) = $5K-$20K per mile

**Cost Estimates**

The following table shows cost estimates for completing each trail based on these assumptions with an average cost of approximately $25K per mile. Costs vary widely depending on construction methods used and the terrain. Due to the fact that the trails in the Telluride region are very steep and sometimes difficult to access with machines, most of these numbers err on the side of being higher to account for those factors. Some trails will also cost more due to other factors including surface type and design features. These numbers do not include bridges that may be necessary at creek or river crossings. The per mile cost could be greatly reduced if volunteers and youth corps groups are used to help construct the trails.

<table>
<thead>
<tr>
<th>Proposed Trail</th>
<th>Jurisdiction</th>
<th>Surface Type</th>
<th>Estimated Miles</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridal Veil Creek Trail</td>
<td>SMC, Idarado</td>
<td>Natural</td>
<td>1.2</td>
<td>$40,000</td>
</tr>
<tr>
<td>Perimeter Trail</td>
<td>USFS, SMC, Town of Telluride</td>
<td>Natural</td>
<td>3.5</td>
<td>$200,000</td>
</tr>
<tr>
<td>Deep Creek Reroute</td>
<td>USFS</td>
<td>Natural</td>
<td>2.1</td>
<td>$55,000</td>
</tr>
<tr>
<td>Mill Creek Bypass</td>
<td>USFS, Butcher Creek PUD Open Space Parcel</td>
<td>Natural</td>
<td>1.25</td>
<td>$40,000</td>
</tr>
<tr>
<td>Eider to Mill Creek Connector</td>
<td>USFS</td>
<td>Natural</td>
<td>1.1</td>
<td>$30,000</td>
</tr>
<tr>
<td>Meadows Trail to Valley Floor Connector</td>
<td>CDOT, SMVC</td>
<td>Hardened surface, gravel or paved</td>
<td>0.6</td>
<td>$2 million</td>
</tr>
<tr>
<td>Mountain Village Entrance to Meadows Connector</td>
<td>Telluride Ski &amp; Golf, Town of Mountain Village, private land</td>
<td>Natural – 30-36&quot; tread surface</td>
<td>1.5</td>
<td>$150,000</td>
</tr>
<tr>
<td>Magic Meadows Phase 2</td>
<td>USFS</td>
<td>Natural</td>
<td>3.5</td>
<td>$105,000</td>
</tr>
<tr>
<td>Two Rivers Galloping Goose Connector</td>
<td>USFS</td>
<td>Natural</td>
<td>1.3</td>
<td>$40,000</td>
</tr>
<tr>
<td>Galloping Goose to Sunshine Trail Connector</td>
<td>USFS</td>
<td>Natural</td>
<td>1.5</td>
<td>$40,000</td>
</tr>
<tr>
<td>Gondola to Telluride</td>
<td>USFS, Telluride Ski &amp; Golf, Town of Telluride</td>
<td>Natural</td>
<td>10</td>
<td>$250,000</td>
</tr>
<tr>
<td>Ilium Trails</td>
<td>USFS</td>
<td>Natural</td>
<td>10</td>
<td>$250,000</td>
</tr>
<tr>
<td>Deep Creek to Placerville</td>
<td>USFS, BLM, Town of Placerville</td>
<td>Natural</td>
<td>13.5</td>
<td>$500,000</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$3,700,000</strong></td>
</tr>
</tbody>
</table>
Rehabilitation of Closed Routes

Two proposed projects include reroutes: Deep Creek Reroute and Magic Meadows Phase 2. These two proposals would require reclaiming approximately 4 miles of closed routes after the new trail segments are constructed. The cost for reclamation depends on several factors including the length of trail to be removed, possible reseeding, and natural or constructed barriers to block the closed routes. The type of reclamation to be done will cause a large variance in costs for labor, seed mix, natural or constructed barriers, or signs, all of which will be determined by the USFS. Estimated Cost: $5K-$20K.

Bridges

Bridge costs vary depending on numerous factors such as length, width, materials, and location. After trail alignments are determined and approved, a professional engineer should be consulted to ensure that each bridge meets design specifications and standards set forth by the land management agency, town or the county. Bridges could include a few boards over a small creek to provide a hardened surface, a boardwalk which is wider and many times with hand rails, or a large bridge over a river with a high-weight capacity in areas with heavy snowfall. The costs for bridges vary widely from $15K to $500K.
The estimated sign type, number, and costs are rough estimates. The final sign budget should be determined after the trail alignments are finalized. The sign plan for each conceptual trail should be presented to the managing agency, town, or the county for approval. The land management agency, town, or the county will determine the number of signs needed and sign standards for that particular trail.
Funding Strategies

Telluride Mountain Club will pursue a variety of funding sources and partnerships to accomplish the proposals described in this “Trails Sustainability Plan.” The following table shows potential funding sources. Telluride Mountain Club also has several partners and stakeholders that currently contribute to trail projects in the region.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Description of Grant</th>
<th>Eligible Projects</th>
<th>Match Required</th>
<th>Funding Amounts</th>
<th>Eligible Applicants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Lands Transportation Program (FLTP) Grants</td>
<td>Improves transportation facilities and access on federal lands</td>
<td>Transportation planning, construction, rehabilitation, maintenance</td>
<td>20%</td>
<td>Varies</td>
<td>Federal agencies</td>
</tr>
<tr>
<td>Transportation Alternatives Program (TAP)</td>
<td>Transportation Enhancements, Recreational Trails, and Safe Routes to Schools programs all wrapped into one funding source</td>
<td>Construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized transportation</td>
<td>20%</td>
<td>Varies</td>
<td>Local government, public land agencies, non-profits can partner with eligible applicants</td>
</tr>
<tr>
<td>People for Bikes Community Grant</td>
<td>Supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for all people to ride.</td>
<td>Construction of trails</td>
<td>50%</td>
<td>$10,000</td>
<td>Non-profits, city, county, state and federal agencies</td>
</tr>
<tr>
<td>CPW Non-motorized Trail Planning Grant</td>
<td>Funding sources are the Recreational Trails Program or Great Outdoors Colorado</td>
<td>Trail planning, cultural and biological surveys</td>
<td>30%</td>
<td>$45,000</td>
<td>Local governments, non-profits</td>
</tr>
<tr>
<td>CPW Non-motorized Trail Construction Grant</td>
<td>Funding sources are the Recreational Trails Program or Great Outdoors Colorado</td>
<td>Trail and trailhead facilities construction</td>
<td>30%</td>
<td>$250,000</td>
<td>Local governments, non-profits</td>
</tr>
<tr>
<td>REI Grants</td>
<td>Goal is to create, improve, and sustain access to the outdoors; Applicants are by invitation only</td>
<td>Supports outdoor infrastructure, preservation, and restoration</td>
<td>N/A</td>
<td>Varies</td>
<td>Non-profits</td>
</tr>
<tr>
<td>Telluride Foundation</td>
<td>Community grants provide support to local organizations, addressing community issues consistent with their mission.</td>
<td>Projects that encourage and promote life-long health.</td>
<td>N/A</td>
<td>Varies</td>
<td>Government entity and non-profits</td>
</tr>
<tr>
<td>National Forest Foundation</td>
<td>Several grant opportunities that support conservation and restoration projects</td>
<td>Projects that improve forest health and outdoor experiences</td>
<td>1:1</td>
<td>Varies</td>
<td>Non-profits, universities, tribes</td>
</tr>
</tbody>
</table>
Conclusion

The “Trails Sustainability Plan” provides an opportunity to improve the current existing trail system by providing necessary reroutes on ecologically unsustainable trails, creating new connector trails, expanding the commuter trail network, and focusing on regional trail development within the Telluride region. The “Trails Sustainability Plan” provides approximately 51 miles of conceptual, non-motorized trails which will help link communities and provide more outdoor recreation opportunities and improved access to public lands. These trail locations are conceptual in nature and do not identify the final proposed location or alignments. Those decisions will be made by the appropriate land management agencies.

While the costs to implement and maintain these trails will be significant, Telluride Mountain Club has been working with many partners and the public on this planning effort and identified numerous sources to help fund these trails. The conceptual trails identified in this plan have been divided into 13 separate projects and prioritized based on need, feasibility, and importance as determined by the partners, online surveys, and Telluride Mountain Club. These priorities and the final location of the trails are likely to change over time. While the land managers and public agencies have been supportive of the conceptual trail ideas, the final decision on where to locate and how to implement these trails lies with the respective agencies. The success of these projects is dependent on collaboration and partnerships between numerous entities and the public within the entire region. In the end, these conceptual trails will help provide world-class outdoor recreation opportunities for both locals and visitors in the region.