

TRANSIT PLAN

SOCIETY TURN PARCEL



Prepared by



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1.0 Introduction

The purpose of this Transit Plan is to describe the relationship of the proposed development and summarize regional multi-modal alternatives and illustrate how the development will be integrated into the fabric of the current systems and foster the organic growth of transportation options in the valley.

The plan is prepared for the proposed development of the Society Turn Parcel (STP) owned by Genesee Properties, Inc. near Telluride in San Miguel County, Colorado. The plan was prepared at the request of the property owner, which will be submitted to the County in connection with certain land development applications being pursued by the owner. The County Land Use Code does not contain specific language that governs and describes particular review criteria for a Transit Plan, that was used to inform the preparation of this plan.

Generally speaking, as being evaluated in this plan, “multi-modal trips” are alternatives to passenger vehicle trips that will reduce typical traffic, parking, and carbon footprint within the project vicinity and the San Miguel County environment. San Miguel County and Telluride currently have a number of transportation options in the SH 145 corridor consisting of walking, biking, car-pooling, ridesharing, van shuttles and a fixed route transit system. The San Miguel Authority for Regional Transportation (SMART) funds and oversees operations of the regional transit system and supports alternative modes of transportation.

The Society Turn Parcel is located near the roundabout separating the east-west and north-south legs of SH 145 provide a mid-valley location that is convenient for all transportation modes. It is an important piece of the project planning to utilize the benefits of multi-modal travel alternatives to enhance the experience of the patients, visitors, customers, employees and residents of the community who are coming to the site.

The number of transportation alternatives that have evolved in recent times has created individualized opportunity for choice. There are many places in the world, including mountain resort communities, where one can choose to live a simpler life and have reliable transportation without needing to use a personal vehicle for all travel needs.

2.0 Society Turn Parcel Development

The Genesee development parcel is located at the southwest quadrant of the roundabout intersection of the SH 145 south and west spurs. The Town of Telluride is approximately 3 miles to the east of the roundabout. The existing parcel currently contains two access points.

- On the SH 145 west spur, an existing historic access to the Genesee property at Mile 71.773 left. This is an existing SMPA substation and Source Gas facility.
- On the SH 145 south spur, an existing access used by the Town of Telluride to access the Regional Treatment Facility at Mile 71.41 left

The proposed development access is planned to be constructed near Mile 71.75 left on SH 145A west spur.

The existing access located to the east of the site, which provides access to the Regional Wastewater Treatment Facility will remain in its current configuration and use and because

of CDOT requirements, the easterly access will be gated and limited to emergency access and will not be available for general access to the new development on the Society Turn Parcel. If approved by CDOT, the easterly access could be used as a looped transit route in the future.

The project Vicinity Map is shown in Figure 1.



Figure 1 - Vicinity Map

2.1 Project Description

The proposed STP development is shown in a Conceptual Site Plan is provided in Figure 2.

Based on the Site Plan from DOWL and CCY Architects (June 2020), the proposed development of the Society Turn Parcel will consist of a land use mix comprised of the following and summarized in Table 1.

- a) Employee Housing mitigation
- b) Hotel / Lodging
- c) Medical Center
- d) Office Park
- e) Retail

TABLE 1 - PROPOSED DEVELOPMENT LAND USE

Use	Amount	Units
Employee Housing	88	Units
Hotel	150	Rooms
Medical Center	40,000	sf
Office Park	111,075	sf
Retail	9,659	sf

The plan contemplates that there will be overall maximum uses and densities and that the particular classifications of uses and densities noted in Table 1 may be shifted between uses, provided that the overall density does not exceed the maximum cap approved by the County in the pending land use development plans. For example, the development could end up with less hotel rooms, with the associated density used for retail uses. This Transit Plan assumes certain levels of uses and densities for purposes of allowing calculations and discussions.

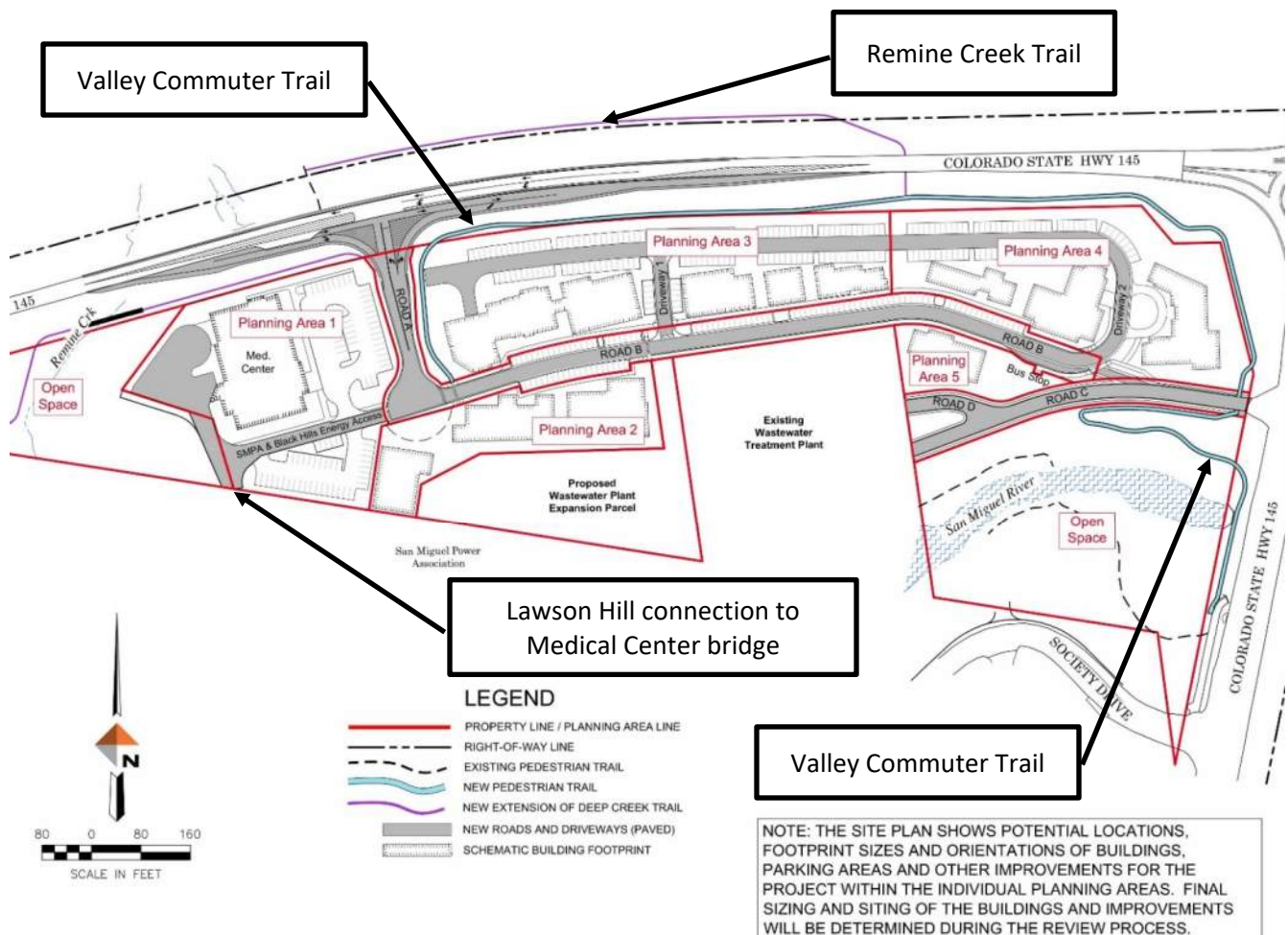


Figure 2 - Conceptual Site Plan

3.0 Multi-modal Alternatives

3.1 Pedestrian / Bicycle

The Telluride valley is known for hiking and biking, along with that comes increased percentages of valley locals and visitors who use those modes of transportation for commuting and other that trips typically would have been taken with vehicles. The typical US average walking and biking distance for a commute or other trip is 0.25 miles and 3 miles, respectively. With more prevalent use of alternative transportation in the region, it would be reasonable to assume those distances are increased in the area.

The Town of Telluride is within the average biking distance at just over 3 miles. An existing paved shared-use trail extends from Telluride to the Society Turn Parcel. The Lawson Hill area immediately adjoins the Society Turn Parcel, allowing for relatively simple walking or biking trips between developments via an existing bridge crossing of the river. These alternative modes will reduce daily and peak hour vehicle trips. The project will extend the existing paved Valley Commuter Trail which is a combination pedestrian and bike trail, that commences in the Town of Telluride and extends down the valley floor, travels under SH 145 and currently terminates at the Society Turn Parcel. The property owner plans to extend the Valley Commuter Trail through the property to the westerly end of the project, where the Medical Center is proposed. The paved shared use commuter trail will connect internal uses including the Medical Center to the existing regional system. A connection is also contemplated for Lawson Hill to improve the access to the Valley Commuter Trail by Lawson Hill residents.

Genesee is having ongoing discussions with Lawson Hill about ways of enhancing other existing pedestrian and biker connections between these projects. This includes a combined study of the connections using the existing footbridge near the SMPA parcel, which would allow residents in the residential portion of the Lawson Hill community to have a more direct pedestrian access to and from the Medical Center. Genesee is working with Lawson Hill and Mountain Village about creating or enhancing pedestrian access to the Mountain Village.

The project will continue to provide a shared use connection to the Remine Creek Trail. Those connections are shown in Figure 2.

The Society Turn Parcel is uniquely situated in the region and could, among other things, offer a centralized hub to support concepts like a bike-share operation, that could be publicly or privately operated. All successful systems share a pricing structure that incentivizes short trips—usually a half hour or less—which helps maximize the turnover of the bicycles. Bike-share systems are typically one of the most cost-effective multi-modal transportation options available. They are integrated into the vehicle transit system with stations near bus stops, hotels, resort facilities and downtown gathering places to typically provide service to “last mile” destinations.

Bike-sharing is a model of cost-effectiveness both for users and cities. Using bike share to commute is typically less expensive than public transit for system members. It is also relatively inexpensive for a city to implement; a well-run system can be cash-positive instead of requiring subsidies. The bottom line is bike share can often move more people at a lower cost and with many more positive benefits to health and environment than other modes. From a planning standpoint, the reasons for implementing a bike share program also center on practical goals of increasing cycling, improving air quality and offering residents an

opportunity for physical fitness, benefits that have been quantified. From a political standpoint, bike share is an exceptionally simple transportation solution to implement because of its low capital costs and short implementation timeline. It is possible to devise and install a complete system in typically two to four years—which means that the public sees result much more quickly than with most transportation projects.

3.2 Car-pooling / Ridesharing / Van Shuttle

Public Shuttle service

Existing Van Shuttle systems

- SMART currently operates San Miguel County (SMC) commuter shuttles primarily for SMC employees.
- The Town of Mountain Village (TMV) also operates commuter shuttles for employees (funded by SMART).
- Both the SMC and TMV shuttle systems are also open to the public.
- All Points Transit is a public transportation provider based in Montrose who operate a medical shuttle for SMC residents to Montrose and Grand Junction. Medical patients are the priority, but the shuttle is also open to the public (funded by SMART).
- The systems currently operate through the SH 145 corridor From Telluride and Mountain Village to Montrose (and medical to Grand Junction)
- TMV operates a free gondola service connecting TMV and Telluride during winter and summer seasons.

Private taxi and shuttle service

To provide transportation service to lodging guests and supplement the local SMART service, Telluride Express and other regional (airport) shuttles offer full-service ground transportation from the surrounding locations to Telluride. With a variety of options, including shared shuttles and private vehicles, Regional shuttles can accommodate any transportation needs. The regional service includes the following locations; Telluride, Montrose, Cortez, Durango and Grand Junction.

- Telluride Ski and Golf provides commuter shuttle service for its employees.
- Several hotels offer shuttle services for visitors.

Ridesharing

- TMV Owner's Association supports a free dial-a-ride service for member residents and visitors within TMV.
- Private taxi services, Uber and Lyft services are regionally available
- Car-pooling mobile applications

A school bus stop will be provided within the site and school bus service is anticipated to serve the entire project.

These programs serve to reduce the stress of locals commuting and visitor trips while reducing traffic and fuel costs by sharing a ride to work, downtown, the mountain or a medical appointment. When public transit options don't reach as far as you need to go; ridesharing, car-pooling or private services are convenient and cost-effective for short trips.

Society Turn Parcel Multi-Modal Integration

Located at the center of the valley, the STP development will support the natural growth of alternative transportation modes by including pedestrian / bicycle connectivity, bicycle racks

and sharing station, bench and gathering locations, public and private pick-up and drop-off sites, and encouraging developing business to participate in existing programs.

The future Medical Center will most likely provide van and / or shuttle service for patients and guests that would supplement existing services already in place.

3.3 Fixed Route Transit

SMART is the main provider and supporter of fixed route transit in the regional corridor that



Figure 3 - SMART Service Map

funds and oversees the operations (operated by Telluride Express) of three commuter routes serving Telluride and the corridor to Lawson Hill, Placerville, Norwood, Mountain Village, and Rico. These routes are fee-based with specific schedules based on the variation in seasonal population of the resort-based community.

The Town of Telluride operates in-town to Lawson Hill routes with the Galloping Goose fixed routes, which are free and seasonal. The CDOT Bustang offers service from Durango to Grand Junction, which connects with Bustang service to Denver, Colorado Springs and Fort Collins. Both services stop at the Lawson Hill Transit Center, within walking distance of the STP development.

Society Turn Parcel Transit Integration

The STP development will be located at the center of the existing SMART service map. Public transportation from the Town of Mountain Village and the Town of Telluride to this site is regionally subsidized and free of charge to all riders which tends to increase ridership from those communities. This location is ideal to serve the developing site using existing routes and service levels. SMART is expected to serve the relocated Medical Center as the first built component of the development. It is anticipated that as the mixed-use development consisting of the medical center, employee housing, office park, and retail uses that are constructed over a 15-20-year period, the SMART service will grow organically to serve the developed area as needed.

3.4 Hotel Transit

The hotel component contemplated in the Society Turn Parcel development plan has its own set of unique needs to accommodate guests. In recognition of the impacts of guests of the hotel wishing to visit the Town of Telluride and Town of Mountain Village and limitations on available parking in these municipalities, the owner/operator of the hotel will be required to provide an onsite shuttle service for its guests. Guests will be advised of limitation of parking in both towns and strongly encouraged to use the van shuttle services or other multi-modal transportation alternatives. In winter months, it is anticipated that guests will likely be arriving by air service, most likely in Montrose. Arrangements would be made with other private shuttle services for transportation to and from the airport. These guests would not have cars and would utilize the onsite van shuttle services for transportation in and around the area. As necessary, other local shuttle services could be utilized to enhance these services during peak periods, if needed. The on-site shuttle service, plus the continuing development and implementation of local and regional Uber / Lyft, car and ride sharing services over the next decade will significantly reduce the need for personal vehicles for hotel guests. During the summer season, hotel guests will have access to and be encouraged to use the onsite van shuttle services in lieu of driving to/from the towns. Summer guests will also have access to recreational trails that will pass the hotel and connect to Society Turn Parcel to nearby recreational trails such as the Remine Creek Trail, the Galloping Goose/Gorge loop. Winter guests will have access to the nearby cross-country ski trails on the valley floor. Improved pedestrian trails will enable connections to Mountain Village, Telluride and Lawson Hill year-round.

4.0 Summary

The Society Turn Parcel's central location in the region offers the potential of a hub to support regional multi-modal alternatives that will be integrated into the fabric of the current systems and foster the organic growth of all transportation options in the valley.

The STP development will support the natural growth of alternative transportation modes by including pedestrian / bicycle connectivity, bicycle racks and sharing station, bench and gathering locations, public and private pick-up and drop-off sites, and encouraging developing business to participate in existing transportation programs. Specific opportunities include:

- **Shared Use Trail** - Connection of the Valley Commuter Trail to the STP and the Medical Center, to Lawson Hill and potential enhancement toward Mountain Village
- **Bike Share Program** - Supports the concept of a centralized hub within the STP
- **Medical Center** - Will most likely provide van and / or shuttle service for patients and guests that would supplement existing services already in place.
- **Hotel** - The owner/operator of the hotel will be required to provide an onsite shuttle service for its guests.
- **SMART** - The central location is ideal to serve the developing site using existing routes and service levels. SMART is expected to serve the relocated Medical Center as the first built component of the development. It is anticipated that as the mixed-use development consisting of the medical center, employee housing, office park, and retail uses that are constructed over a 15-20-year period, the SMART service will grow organically to serve the developed area as needed.