

I was asked by the Mayor to speak tonight to present this information.

The Pedestrian Pathway will be on the December 7th meeting agenda to vote on whether to: go forward with the project the way it was presented to the Highway Joint Committee, go forward with the project with changes (such as it going around the Pavilion and down to bathrooms), or to say no to the grant and to not move forward with the project.

The purpose of this meeting is to review public comments given by the public, to present the factual information of this project and to answer any questions the council has to help them have a clear understanding of the project and feel confident that they have the information needed to be able to vote on this project in the December 7th meeting.

Here is how this meeting is going to work. I have gathered the public's comments and concerns and am hoping to address them tonight. Now I do not really want to go over items that were asked and answered in the July meeting but if you want to go back and discuss any of them, we can. Just let me know.

Here is what the Town Council has received back from the public since the special July 19th meeting and the things we have researched to support the answers

-It was asked that the Town look into the pathway being asphalt instead of concrete and to have prices attached to show the data.

- When I started researching this, I found out that this is a grant that is given through the government. With that, the government has requirements that as a contractor or engineer you cannot talk specific numbers on the project until there is a project manager in place, and they ask for official bids. If they are found to be talking about specific numbers, they will be disqualified from being considered for the project. Getting a specific number from anyone would eliminate them the chance of being able to get the bid to do the project. When Jones and DeMille created the application, they used their many years of experience with doing projects like this all over Utah and especially around our area. They were a part of the project for the gravel pathway. They are familiar with what companies around Boulder can be used for this project and what it will take to conduct this project. They recommended concrete over asphalt specifically for Boulder. Asphalt can be cheaper for projects and the maintenance of the project if the area is close to a batch plant. Boulder is not close to a batch plant, so it makes the project more expensive having to bring in a hot plant here to Boulder. The equipment used for paving is very large and would be really hard to get into certain areas, especially like the section in front of the "Old white house" on highway 12. It would also be a big cost for the Town when we needed to do maintenance on the path, having to have hot oil to fill in the cracks. The decision to put in concrete instead of asphalt was not made by Jimmy or anyone else on the Council. Very experienced engineers made it. If the Town really wants Asphalt instead of concrete, it is something that can be considered but it is something that would have to be presented back to the Joint Committee where they could say yes or no to the changes.

-The 90 days of construction starting in October 2024 will have a significant impact on the businesses.

- When I spoke to the engineer about how long this project will take in full it was said to be about 90 days give or take. This is the length of the **entire** project from the Town Pavilion, down the pathway through the park, along Highway 12, in front of the Boulder Mountain Lodge and down to stop in front of the Burr Trail Grill. They will do this project in sections. The part in front of the businesses will not take 90 days. I stated in the July 19 meeting that starting Oct 2024 is when the Town would go through the process of signing the contract for this project and getting a project manager assigned by UDOT to start planning the project. When we spoke with the engineer about how important it was that the businesses be the least affected as possible during construction, we learned that the Town would be able to state that and would make sure the project manager made the plans accordingly. The Town has the ability to say when the construction happens in front of the businesses. Like if it is best to do in say July when it is the slower time with tourists or to do it in the early spring or late fall. It is harder with concrete during those times of the year, but it is not impossible and is something the Town has asked about since the beginning to make sure the businesses were taken into consideration.

-What are going to be the effects to the businesses while construction of the path is going on?

- As we are at the absolute beginning of this project, I cannot give you the exact date and length of when construction will happen in each different section. After speaking with the engineer, we know that it is going to be about a few days to week in front of each part of the businesses. Now there are different areas and scope of the project when we talk about "in front" of the businesses. Starting just below the fire hydrant by the Boulder Mountain Lodge there will start being curb and gutter to help support drainage especially for the Boulder Mountain Lodge employee parking lot and Burr Trail Grill Parking lot. There are also going to be driveways created at the entrance of the Boulder Mountain Lodge, the Boulder Mountain Lodge employee parking lot, Tumbleweed employee parking spot and the Burr Trail Grills parking lot entrance off of Highway 12. There will still be access to enter these businesses while the sidewalk is being done. Burr Trail Grill and Boulder Mountain Lodge won't have access to enter off of Highway 12 while the driveways are being put there. Each one of the businesses has separate entrances off of the Burr Trail where their customers will be able to go in and out during construction.

-What is the parking at both businesses going to look like once the project is complete?

- The Parking that you have in your current parking lots is going to be the same. There is enough room in front of the Burr Trail Grill to have the 8-foot pathway along Highway 12 without taking up hardly, if any, of the parking. The pathway does not interfere with any of the Boulder Mountain Lodges parking lots. There will still be parking open to the public along Highway 12.

-A better use of this UDOT money would be to extend the gravel pathway down to Hills and Hollows and up to the Anasazi to help pedestrians be safer.

- The idea of running a Pedestrian pathway down to Hills and Hollows and up the Anasazi is something the Town wants to look into funding for but making it a gravel

pathway makes it only accessible to walking and it is something the Town would like to look into for at least bicycles if not also for ADA. But that is a different project than what was presented to the joint committee so the Town would not be able to use this specific grant money for that project.

-A petition was presented to the Town Council in the September 3rd meeting by Jeanne Zeigler. It isn't something the council has discussed since being presented with it. The mayor wanted to discuss the petition.

- The concrete pathway would be dyed a “bright, fire engine red” color.
 - It was asked by the public during a public comment that asked Jimmy if the Concrete could be colored something like the color red that is in Capitol Reef to match the red rock. Fire engine red is a quite different color than red sandstone. But if it is something the Town collectively wants then the concrete pathway could be fire engine red. This is something we would bring up to the town later when talking about details when we have the project manager in place.
- The Town had to come up with over \$700,000 to pay for this project. Because of that our Town taxes would go up.
- The Town must come up with \$700,000 to pay for the project so the Town will have to take out a loan that the State is requiring of us.
 - Neither of these statements are true. Boulder Town was awarded a grant through the Highway Joint Committee. The town is responsible for covering 6.77% of the total cost of the project. At a projected total amount of the project being \$683,000, Boulder would be responsible for \$46,239. Boulder Town will be given \$636,761 from the grant that the Town does not have to pay back. The part that the Town will be responsible for the town currently has that money to cover these funds from a specific funding source, Road B & C. As for right now, Garfield County has committed to \$10,000 and told us to come back next year and ask again for more money. The Town is also looking into other options to help cover the funds.
- The pathway being upgraded to concrete would make it so the businesses would lose a lot of business and that would affect them so much that they would have to close.
 - This is something that I addressed earlier but this is not something that the Town wants or would let happen. There will be impact on the businesses during construction, but we are hoping it to be extremely minimal and will be working closely with the project manager to make sure this happens
- That the pathway project would start in October, one of the busiest months for businesses. This would greatly hurt the businesses.
 - As stated earlier in this meeting the “October” month is not when the actual construction would start but it is when the Town will start the process of entering into a contract for the grant and be assigned a project manager through UDOT. The Town will not have the exact month of starting construction until late into 2024 or early 2025. But the impact on the business will be taken into consideration during the planning.

- The \$46,000 the Town must come up with should be used for housing.
 - The \$46,000 the town is responsible for paying is money coming out of the Road B & C fund. The Town receives this money from the state based on a formula of length of street the Town owns and population. This money is only allowed to be used for transportation.
- That everyone on Highway 12 would lose the ability to park on the side of the highway.
 - This project only runs along Highway 12 in front of Boulder Mountain Lodge and The Burr Trail Grill. The parking will not change along highway 12 due to this project.
- The pathway would be 10-feet wide.
 - This will be an 8-foot-wide concrete sidewalk to support bicycles being able to pass each other going in opposite directions.
- The project is going to take over a year and during that time all businesses and parking will be blocked.
 - I also went over this earlier and this statement is not true either. This entire project will take around 90 days.

Originally the Council thought that they had to have an answer to say yes or no to this project to give to the Joint Committee by the first of Sept. This was a date that Chris Potter explained that the Town could go before the Joint Committee to ask about making any changes or turning down the project. He also stated that the Joint Committee meets every six months. The Town would have two other opportunities to go before the Joint Committee before this project started. Because of this, the Town was able to slow things down and take the time to research the questions and concerns that had been brought to the council's attention.

This is a project that was put in place before Jimmy ever went to get this grant. This walking pedestrian path already exists and has existed for many years as it is today. The council is not creating a whole new pathway that would need to go before the planning commission, to research, get feedback on and find funding. That was already done when the gravel pathway was created. This is maintaining the existing pathway through upgrading it. By upgrading the pathway to concrete it will help with the erosion problems that exist with the current path while making it an all use pathway at the same time. The Town is fortunate that UDOT is funding the town to do their own required maintenance of the pathway. The Town did not have to open this up to the public because it is upgrading a path that already exists. But it was important to the council to make sure to receive feedback from the Town on this project. Which is why the Town Council presented this project in open meeting, has discussed it in a few open meetings, has asked for public comment in the open meetings, held a Public hearing, held a special meeting with a UDOT representative and the Jones and DeMille engineer. The Council appreciates the public showing up and voicing their opinions. The Council has been listening to the public with their questions and concerns and has invested the time in researching and getting answers to those questions and concerns. The council has been including the public in this project. As it will continue to do.