

It's heartening to know that Boulder can be at the top of the list for generous community grants. That has been a worthwhile lesson out of this pedestrian pathway UDOT grant.

At this point, however, it seems unnecessary and possibly detrimental to jump into a \$600K+ commitment without a more thorough understanding of the bigger picture.

1. According to an *Insider* report from Torrey's Town Council a couple weeks ago, Torrey is on board to procure a FREE, soft path walkway/bike path along Hwy 24 from UDOT.
2. From the Governor's office to the Garfield County Commission, there is current action toward identifying needs, designing projects, and funding bike/walking paths along Hwy 12, throughout Garfield County. In fact, the public works director, Dave Dodds, at a meeting two weeks ago, put out a notice requesting public input and ideas on their communities "active transportation" needs, in preparation for a finished plan by this summer.

Given these two realities, plus a large swath of Boulder residents unenthusiastic and/or opposed to the current UDOT ped path plan, it seems prudent to back up and reevaluate this particular grant project. Local concerns should be given serious consideration, but there also should be a clearer understanding of the broader picture at play.

How does this project fit in the context of a larger, cross-county plan? What other programs are available, such as UDOT's soft-path In Torrey? What is Boulder's long-range plan for providing safe walkways throughout town for kids and older or disabled people?

Can we table the current plan? Consider it a valuable learning experience and now fine tune a more holistic plan that is in line with the county's goals, as well as Boulder's businesses and residents across the board?

Jacqui Smalley 11/14/2023

Comment on the proposed Park Path

Utah Department of Transportation
Boulder Town Council

There is a clear need for a safe way to travel from the center of Town to. The local Business without the fear you may be run over on Hwy. 12.

This path is a significant part of the safety of the community for many years to come. People are worried what color, what its going to be made from, how are they going to maintain the path.

The path already is not very well maintained the willows are out of control. The image of the Town is not very pleasing as it is. I believe this to be a very positive improvement to Hwy. 12 and the Town.

I have lived here for far more years than most if we could only go back 20 years with no development how many of you would be here today?

Thanks Brenda Catmull

A handwritten signature in cursive script that reads "Brenda Catmull". The signature is written in black ink and is positioned below the typed name.

BOULDER, UTAH
A proposed pathway

To Whom it may concern:

Utah Department of Transportation
Boulder Town Council

I have lived in Boulder Utah for 40 plus years, and during that time the community has seen many improvements to the infrastructures to which serve the community now and for many years to follow. We went from dirt roads and mud to pick up your mail to chip seal and gravel and the paving of the Boulder Mountain Hwy. 12.

That improvements are now being enjoyed by many new residents and travelers along with internet, phone service, electric charging station. Chances are they are not willing give any of this but ready to give up a safe walk way. The existing pathway is already seven to 9 feet wide.

This project is crucial for everybody to be safe when traveling throughout our local communities and State. There will not be a need to push a baby stroller on Hwy12 or a Wheelchair to have access to the most unsafe area of travel in our community. This path will also give access to the community park and the core areas of the community

The main issue here is public safety, not that it will disrupt local business for possibility 60 days during their chosen limited hours of operation. These are the same businesses that are also creating the needed for better safety.

This is a needed improvement for all of the Boulder Town Residents and Visitor to enjoy regardless of your age or physical ability. We need a good safe pedestrian pathway place to travel along Hwy. 12 in Boulder.

The intersection of the Burr Trail and Hwy. 12 is still a place waiting for another accident to happen. There is no clear approach entering Hwy. 12 from the Burr Trail. Burr Trail traffic is always in the middle of the road prohibiting you from making a safe turn from either direction . . .

Thank you Randy Catmull



To the Mayor and city council,

I am thrilled with this project of the city sidewalk, even though I would love to see it longer. I'm saddened it won't start sooner & completion sooner.

It not only will be a fun place for kids to ride their bikes & walk. It is a safety issue of keeping children and adults from walking on the shoulder of Hwy. 12 for that short stretch.

Sincerely

Laura DeMay

P.O. Box 1321

Boulder UT

84716

August 19, 2023

Boulder Town,

I am writing this letter to show my support for the pedestrian path. I have lived in this beautiful town of Boulder since 1995 when I moved here at just 5 years old. I grew up in this town; I attended Boulder Elementary and Escalante High School only leaving for a few years to attend University. My husband, Ron LeFevre and I have been Boulder residents ever since and are raising our three young boys here. Growing up and raising young kids in this rural town is such a blessing. Like many kids, riding my bike everywhere I could in this town meant riding out along Highway 12 right with the busy traffic. With the increase in tourism over the years, the traffic has also increased. As a kid, I wanted so badly to have somewhere to ride my bike on concrete or a paved trail that wasn't on the highway. The only place back then and still today is at the LDS church which only has concrete around three sides of the building and a paved parking lot.

I love and frequently use the gravel path through the park and down to the businesses. I love having a place to enjoy a walk while my kids play soccer or roll around in the grass. I have had tiny newborns that I was pushing in a stroller, little toddlers who can make it only a few feet walking before needing to be pushed in some sort of fun car or bike, bigger toddlers who can ride a bike but aren't as stable and wobble back and forth all over the place, to bigger kids now that love being able to ride bikes, scooters, roller blades/skates, wiggle cars and many other things that involve wheels. Up until this year, I worked for Hell's Backbone Grill. The past couple of years, while my kids were in school, it was so nice to have an area off of Highway 12 for them to safely walk from the school down to my work after school. Unfortunately, if they wanted to ride a bike, they could not ride down the pathway because they would be right on Highway 12 with the traffic. Trying to ride something with wheels or push anything with wheels in that gravel is so dang hard, and you will not make it far.

We live in an incredible area between National Parks and National Forests that offers countless areas to get out and about on beautiful walks in nature and many are within a few minutes of Boulder Town. However, there is nowhere to safely walk on a stable surface if you are someone with a disability and may need a walker or wheelchair or someone who may not have a disability but is a little unstable, or just have young kids, like me who have so many things they love to ride. I live close enough to the subdivision that my children can ride their things on that road, and although that is still a public road, thankfully there are a lower number of cars which makes it easier for me to look out for my children's safety. I am grateful to the Town Council for considering this all-inclusive pathway that will benefit many members of our community and visitors alike; my family included! There are so many amazing things about living in Boulder, and there are also many inconveniences living in Boulder. It would be so nice to have something convenient in this Town to enjoy as a family, instead of having to pack up our bikes, roller skates, and push cars to drive to the next town or two towns over just to enjoy a day outside having a stable, clean pathway to ride on.

Thank you,

A handwritten signature in black ink that reads "Jessica LeFevre". The signature is written in a cursive, flowing style.

Jessica LeFevre

September 6, 2023

To Whom It May Concern:

I would like to put into writing my desire to have a paved, walking path as it has been proposed in Boulder Town.

I am a permanent Boulder resident. I suffered a devastating stroke in 2010, and because of that I am disabled. Walking on uneven surfaces is just not safe or enjoyable for me. I would very much like to have a paved, outdoor path that I could use. I question the ethics of not having a suitable path. What about strollers, bikes and wheelchairs? There is currently no space for them except at the side of the road. Vehicles travel this highway with a speed limit of 40 mph. This certainly is not safe.

Another important point is that most of the cost is a gift from the State of Utah. Why would we want to pass up an offer for a sidewalk to make our town safer, cleaner, separated from the highway for exercise, and handicap accessible, etc.?

Sincerely,

A handwritten signature in black ink that reads "Larry R. Van Quill". The signature is written in a cursive style with some loops and flourishes.

Larry R. Van Quill, a resident and registered voter
583 North 1st West
Boulder, Utah

September 6, 2023

To Whom It May Concern:

I would like to put into writing my desire to have a paved, walking path as it has been proposed in Boulder Town. Safety is very important, maybe the most important consideration of all. I recently was driving out of Torrey, Utah and observed their path being used by people of all ages safely away from cars and trucks. This proposed sidewalk in Boulder has a 40 mph speed limit and is used by many different kinds of vehicles on Highway 12. I don't even need to mention distracted drivers or energetic children.

I also think it would be an attractive asset to an already beautiful place.

Another important point is that most of the cost is a gift from the State of Utah. Why would we want to pass up an offer to make our town safer, cleaner, more accessible for exercise, etc.?

Sincerely,

A handwritten signature in cursive script that reads "Barbara Van Quill".

Barbara Van Quill, a resident and registered voter
583 North 1st West
Boulder, Utah

John Veranth
750 West Highway 12, PO Box 1304
Boulder, Utah 84716

May 3, 2023

To: Boulder Town Council
Sent by email to TC@boulder.utah.gov

Public Comment Regarding Pedestrian Path

I regret not being able to speak in person, but I have a Friday flight out of Salt Lake City. Please accept this written comment.

My professional background was as an engineer and was involved in the design of complex industrial projects that often involved difficult tradeoffs. I believe problems have solutions - you just need to consider alternatives until something acceptable to all stakeholders emerges.

As I previously showed with a diagram, there is sufficient space for both a pedestrian trail and off-pavement parking between the highway and the fence. The Boulder Mountain Lodge and Hells Backbone Grill are important for our local economy and these businesses need to have parking available for large vehicles during peak business hours.

Debi Stout
P.O. Box 1305
Boulder, UT 84716

Tel: (801) 335-7316
Fax: (801) 335-7516

September 1, 2023

Boulder Town Council
Boulder, UT 84716

To Whom It May Concern:

I am in favor of the A.D.A. sidewalk.

Sincerely,

A handwritten signature in cursive script that reads "Debi Stout". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Debi Stout

Sam Stout
P.O. Box 1305
Boulder, UT 84716

Tel: (801) 335-7316
Fax: (801) 335-7516

September 1, 2023

Boulder Town Council
Boulder, UT 84716

To Whom It May Concern:

I am chairman of the Boulder Park Committee, we voted in favor of the A.D.A. sidewalk. This would be a good thing for disabled people and disabled veterans. I can't believe how callous some people in town are against this A.D.A. sidewalk. As it is the trail is gravel and does not support wheelchairs. This is also a safety factor to keep people from walking down the narrow shoulder of Highway 12.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. Stout', with a long horizontal line extending to the right.

Chairman Boulder Park Committee
Sam Stout

Josh Ellis
PO Box 1406
Boulder, UT 84716

April 26, 2023

Dear Boulder Town Council:

This letter is a public comment in regards to the Boulder Town Pedestrian Path project. Just to be clear, Jill got a pair of rollerblades last week and is definitely stoked on a big long concrete path.

However, as a member of the small group who spent months rewriting the General Plan during the last major revision, I feel it's important to point out a few inconsistencies in the General Plan with the 8' wide concrete path (including curb and gutters) currently proposed to cut through the core of town.

Within the town ordinances, TITLE XV: LAND USAGE makes it clear that the purpose of Town Council and its appointments/officers is to adopt and implement the General Plan. The introduction to the General Plan states:

The Boulder Town Council adopts this General Plan as an advisory guide for land use decisions and further requires that all land use decisions be found to be consistent with the provisions of the General Plan. As provided by the Act at Section 10-9a-406, "no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the General Plan, as adopted."

That said, the proposed project **must** conform to the General Plan. So, what does the General Plan say about the trail?

The trail in its current form is discussed in the General Plan under Chapter 10 (Transportation), subsection 10-3 Trails. It says:

10-3 Trails

Trail access, such as historic cattle trails including Highway 12 and the Burr Trail, should be maintained to facilitate the movement of livestock.

A public trail within the Town Park and along Highway 12 to the Boulder Mountain Lodge was developed in 2013. Plans for continuing the trail system down to Hills and Hollows and up through the Community Center Park to the Anasazi Museum is in consideration. This trail system is intended to provide safe pedestrian access for locals and visitors through the middle of town, as well as providing better exposure to more of Boulder's services and businesses.

It is important to note that the current public trail is discussed alongside historic cattle trails precisely because it has a similar character. It was definitely intended to remain that way. Note that the plans include "continuing the trail system" and not "upgrading the trail system". Note that no mention of a normal concrete sidewalk is made here, let alone an 8' wide one.

The Goals and Policies listed for Transportation (subsection 10-6), which are intended to specifically direct the Town in how to proceed regarding the items discussed in the section, states:

Goal 2: To promote safety for equestrian, bicycle, and pedestrian traffic as viable alternatives to automobile traffic.

Policies:

G2-1 Promote non-motorized trails along major roadways.

It is important to note that under Goal 2, safety for equestrian traffic is listed first and this was intentional on our part. It is not clear how an 8' wide paved path—versus simply continuing the current path—supports the safety of equestrian traffic alongside major roadways.

More important to note is Policy G2-1. These policy statements are explicit directions to the Town based upon the elements and goals discussed in the General Plan. Policy G2-1 explicitly states that Boulder town shall undertake regulations and make decisions that “promote non-motorized trails”.

If we had envisioned that someone would ever propose an 8' wide concrete path instead of the current trail, we would have explicitly listed an additional policy stating that the trail remain in substantially equivalent to its current form. However, this is most definitely implied in the “non-motorized use” policy. An 8' wide concrete path cannot be adequately maintained (i.e., plowed) without regular motorized use.

Moreover, since our last major General Plan revision, there has been an unimaginable and largely unforeseeable proliferation in the electrification and motorization of *everything*. Creating an 8' wide paved path through the middle of town is a clear invitation for motorized use just like taking an old cattle trail and adding an 8' strip of pavement would *inevitably* result in motorized use of the trail. We do not have the enforcement resources required to prevent motorized misuse of a 8' paved path.

Additionally, there is an important statement in Section 12-7 Recreation and Parks that reinforces the points above (emphasis added):

The intent for this public area is to provide an open space within the center of the Town, **with the focus on maintaining a natural setting with a walkway** and integral play features.

The purpose of the Parks and Recreation within the town, according to the General Plan, is to maintain a natural setting *first and foremost* with the walkway clearly secondary. No one can claim that an 8' wide chunk of pavement with curbs and gutters cutting through town “maintains a natural setting with a walkway”.

Additionally, the lack of an 8' wide paved pathway in town is an explicit expectation of living in Boulder as stated in the Overview to Chapter 12 Public Facilities and Services:

A trade-off of living in Boulder is the relative lack of public facilities and services. This does not appear to detract from the overall quality of life for current residents

Indeed, the lack of public facilities and services isn't a problem that needs solved here because it's actually an integral part of the character of our community that the General Plan aims to maintain.

So unfortunately, despite my wife's excitement and new rollerblades, I hope it is abundantly clear that the intent of the General Plan is to develop the trail in a substantially-equivalent form and that paving an 8' wide strip through the middle of town replete with curbs and gutters is most definitely NOT congruent with the General Plan which are you obligated to implement.

Sincerely,



Josh Ellis

To the Boulder Town Clerk Jessica LeFever,

Public Comment from Tina Karlsson, Boulder Resident

Date May 2nd, 2023

Regarding the ADA pathway option brought to the town by Jimmy Catmull:

Thank you Jimmy for bringing this grant option to the communities attention. Grants are really helpful, especially for a small community like ours. We have gotten many grants in the past to help in community projects.

And with community support, we can choose grants that fit our needs and I feel that this one should take a pass.

Here are some questions and my comments:

There is grant money available for an ADA project but is this proposal a needed or desired option for our town?

Is it an appropriate use of town funds?

The permeable pathway we have was chosen as an appropriate option for the intended use and it is also very maintainable by the town.

An 8-foot wide cement/concrete pathway would not be so easily maintainable by the town, and I don't think it is appropriate to replace what we already have.

I suggest the priority for ADA needs in town should start with the front door of our community center.

Public infrastructure needs public input and general consensus. The first step in securing grants should start at the community level with a set of priorities that the community is willing to support and fund.

I encourage the town council to start to solicit projects the community is interested in funding, prioritize the project, and then look for grant money to help if needed.

Thank you for the opportunity to comment.

Sincerely,

Tina Karlsson

Boulder Town Council

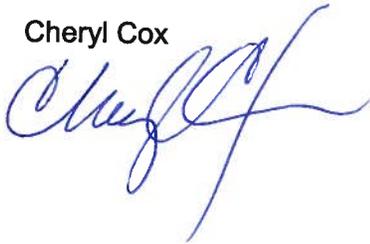
As one of the 130+ Boulder residents who signed the petition against the current plan for the Pedestrian Path, I was very disappointed when the will of this many people was totally discounted. Therefore, I'm writing the letter as support for my decision to sign that petition. It wasn't confusing or misleading, but it did point out six questions, most that still have yet to be addressed.

My biggest concern is the project does not add anything to the current trail except for maintenance costs in the future and with an 8 foot cement trail that long, there will be a lot of future costs to keep it from becoming a hazard. In the work meeting, there was some discussion about sealing the sidewalk. We currently have a sidewalk in front of the community center I doubt has ever been sealed and is cracking and crumbling. Why would the park sidewalk be any better? The costs will just be greater to maintain it and then to pay when it begins to fail.

This project does not add anything to the need to get bicycle traffic off the highway. No one is going to use that stretch for bicycle traffic. It also doesn't add anything for kids coming and going to school.

Finally, there is no rush in making this decision since it doesn't have to be made until next Fall. The decision should be made by the new town council since they will be the ones in office when the project begins and throughout the process.

Cheryl Cox

A handwritten signature in blue ink, appearing to read 'Cheryl Cox', with a large, stylized flourish extending from the end of the signature.