

Boulder Active Paths Committee Report

Considering Non-motorized Paths in Boulder Town, Utah

Produced for Boulder Planning Commission and Boulder Town Council

Boulder Active Paths Committee

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Table of Contents

| | |
|---|----|
| Executive Summary | 3 |
| Introduction | 4 |
| Boulder Active Path Forum and Survey | 7 |
| Boulder Town General Plan | 10 |
| Boulder Park Plan | 11 |
| Recommendations Based Upon BAP Community Forum/Survey | 13 |
| UDOT Alternatives Discussion | 16 |
| Grant Sources For Funding Boulder’s Paths | 17 |
| Suggestions For Future BAP Planning | 19 |
| Appendix A - Activity Types | 20 |
| Appendix B - Segment Results | 21 |
| Appendix C - Surface Types | 29 |
| Appendix D - UDOT Alternative Results | 30 |
| Appendix E - Selected General Plan References | 34 |
| Appendix F - Public Comments Categorized | 35 |

Acronyms Used

| | |
|------|--------------------------------------|
| BAP | Boulder Active Paths |
| BAPC | Boulder Active Paths Committee |
| PC | Boulder Planning Commission |
| TC | Boulder Town Council |
| UDOT | Utah Department of Transportation |
| DNR | Utah Department of Natural Resources |
| JHC | Joint Highway Committee |

Executive Summary

The Boulder Active Paths Committee was established to determine what the Boulder community would like to see developed as Boulder Active Paths (BAP) for pedestrians, bicyclists, and horseback riders. This report presents the results and analysis of the Boulder community's short-term and long-term plans for its BAP.

Committee members created maps of locations for potential paths in Boulder Town, including detailed maps for numerous designated trail segments. Alternative plans were developed for paths that would be eligible for our UDOT grant.

A community forum and survey of Boulder citizens was conducted to determine their preferences for Boulder's future paths and to determine whether and how to utilize the UDOT/JHC grant that Boulder recently received.

Based on considerable public support, the committee recommends the following projects:

- Firstly, a pathway along 300N between the Boulder Elementary School and Highway 12 and ADA-accessible paths and parking spaces in the Town Park. ADA-accessible paths would also connect the Town Park to the Post Office and Community Center/Library if possible.
- The second priority is a gravel path constructed along Highway 12 right-of-way between Anasazi State Park and the south gate of the Boulder Town Park that would connect to existing gravel paths that run through the Town Park and southward to the Burr Trail. This would create a safe pedestrian path along the length of the highway through Boulder's Town Center from the Burr Trail corner to Anasazi State Park.
- A long-term project would be creating a map of our preferred route for an "All-user" bike path along Highway 12 between Hills & Hollows and the Boulder King Estates. The most likely source of funding would be the UDOT Utah Trail Network.

All 3 of these projects could be eligible to be fully funded by either UDOT Safe-Routes-to-School Grants or the Utah Trail Network program.

The results of this survey show that the community does not support the "Boulder Pedestrian Path Project," which was to pave the existing gravel path between the Boulder Town Park and the Burr Trail corner. While there is public support for paths along other parts of Highway 12, there is little support for an 8' wide paved path.

Introduction

The Boulder Active Paths Committee was established to determine what the Boulder community would like to see developed as Boulder Active Paths (BAP) for pedestrians, bicyclists, and horseback riders... Adhering to Boulder Town's vision statement and principles in its General Plan, BAPC's goals are:

- Make comprehensive maps showing potential locations of paths in Boulder Town.
- Analyze/develop alternative plans for paths that would be eligible for our UDOT grant.
- Conduct a survey of Boulder citizens to determine their preferences.
- Provide this final report on Active Paths opportunities in Boulder.

This report presents the results of our research and analysis of what the Boulder community would like to see as short-term and long-term plans for Active Paths.

Comprehensive Maps of All Potential Paths in Boulder Town

BAPC produced a series of maps using Google Earth. Figure 1 shows a broad overview of all potential paths within the boundaries of Boulder Town. Figure 2 shows the locations of potential BAP paths in Boulder's Town Center. In addition, we produced maps showing individual path segments in detail that were posted at the BAP Community Forum and on the BAP website. ([see Appendix B](#))

Alternative Plans for Paths Eligible for Boulder's UDOT grant

Boulder Town received a grant of up to \$683,000, requiring ~6.8% matching funds (\$46,239) from Boulder Town's Road Fund for an 8'-wide concrete pedestrian path. For a variety of reasons, the UDOT-funded Pedestrian Path project has not been embraced by the entire Boulder Community, so the committee came up with alternatives ([see Appendix D](#)) that meet the following criteria that are said to apply to the current UDOT grant:

- Pavement surface, either concrete or asphalt
- 8' wide
- The majority is located along Highway 12
- Within budget or less
- This can include connecting to paved walkways accessing the Boulder Town Park bathrooms and pavilion, which would be included in each of the alternatives below.

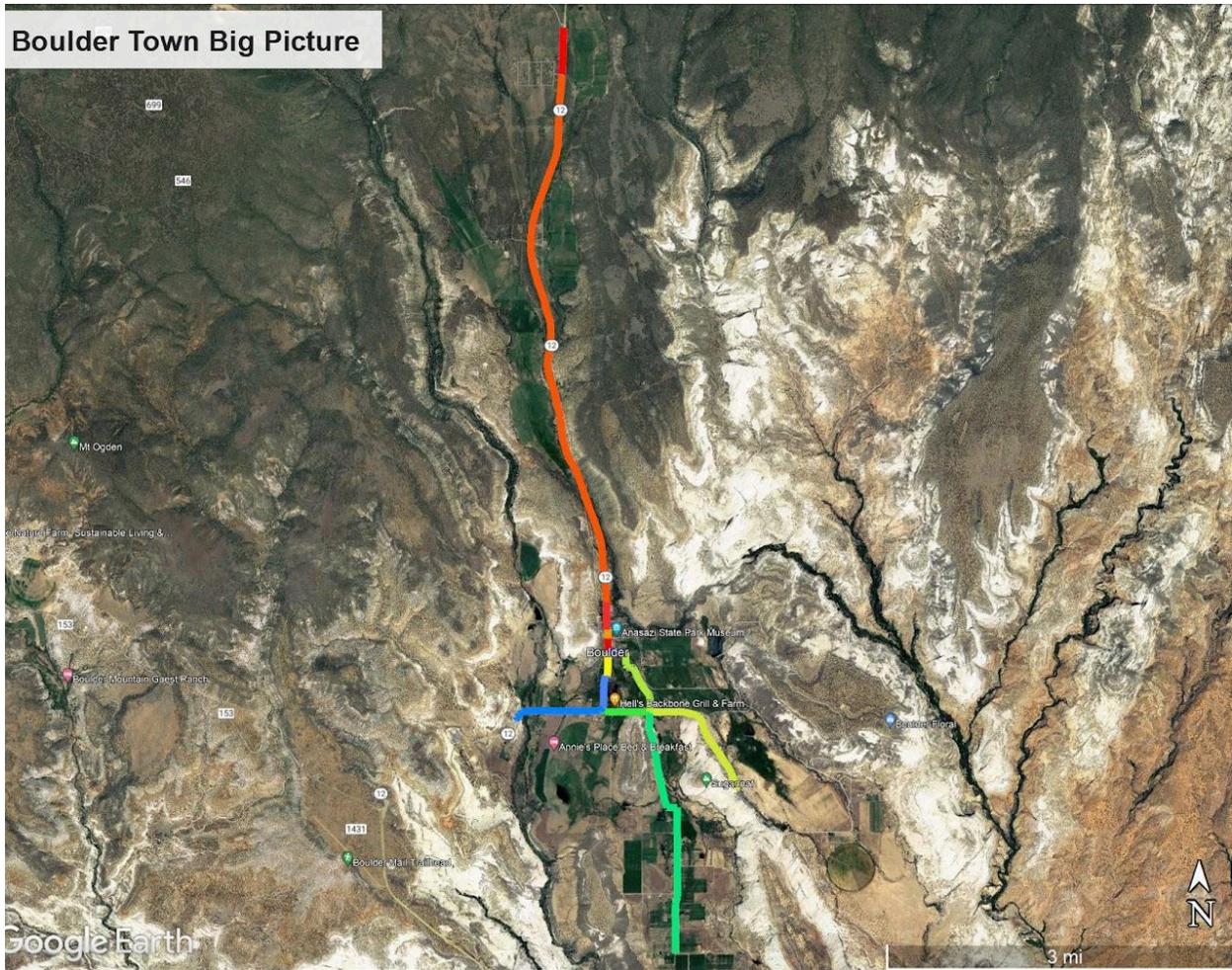


Figure 1 – Map shows the location of all potential BAP routes in Boulder Town.

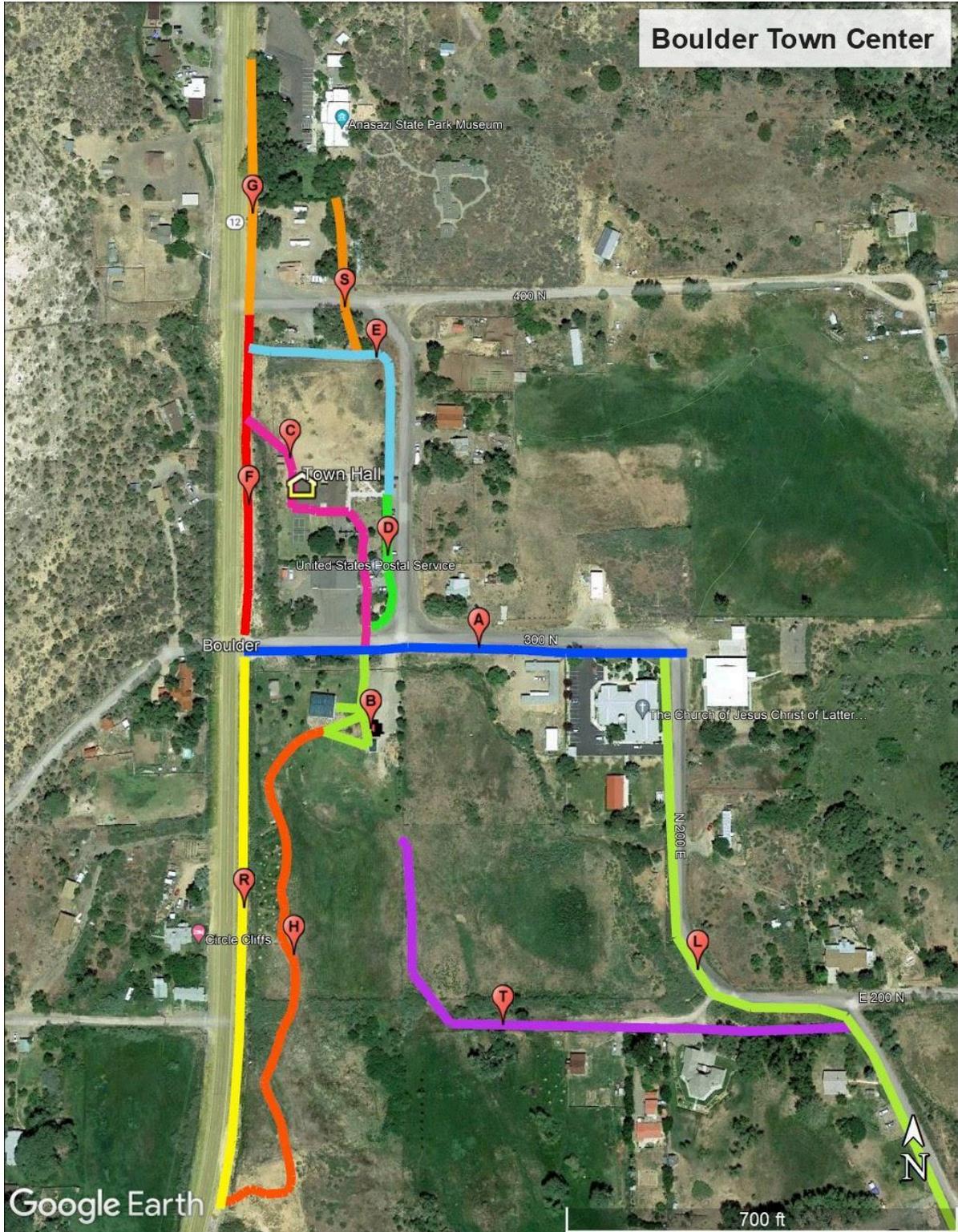


Figure 2 – Map shows the location of potential BAP routes in Boulder’s Town Center. Letters refer to trail segments identified in this report.

Boulder Active Path Forum and Survey

The BAP Community Forum was held on April 20, 2024, with a good turnout (35 signed in, and others stopped by). The committee posted questions and asked for public comments at several different illustrations around the Community Room at The Boulder Community Center. Information stations included detailed maps of trail segments, different types of paths, and UDOT Alternatives (see appendices).

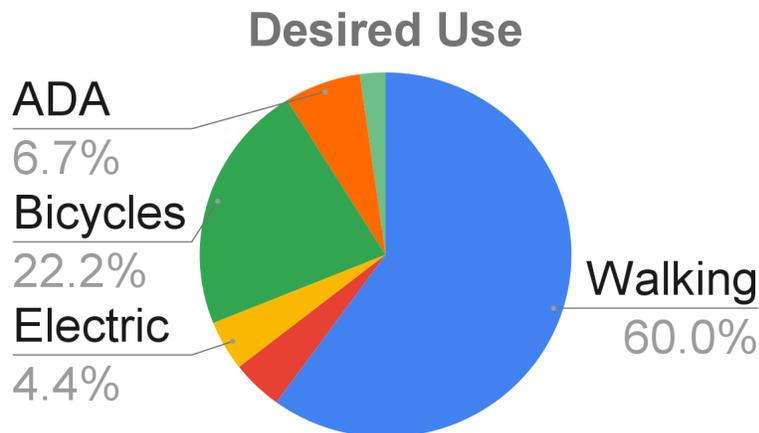
To gather input from community members, we utilized colored stickers for participants to rank their preferences easily. Individuals were given a maximum of 9 stickers each and were asked to "vote" for up to 3 path segments they favored with green stickers, up to 3 segments they were okay with using yellow stickers, and up to 3 segments they opposed with red stickers. Community members were also asked to put blue stickers on any approved path types. At the UDOT Alternatives display, 3 votes were allotted for the 5 alternatives, using the above color code. The posters were left up in the community room for the public to see at their leisure. In early May, the BAPC outreach continued, with citizens of greater Boulder being given the opportunity to participate in the survey using written questionnaires at the Town Hall, online, and Google Drive with access to the committee's informative website. A total of ~61 Boulder residents participated in the BAP survey.

Results of the BAP Survey

Question 1. Are you in favor of any non-motorized pathways being developed in Boulder?

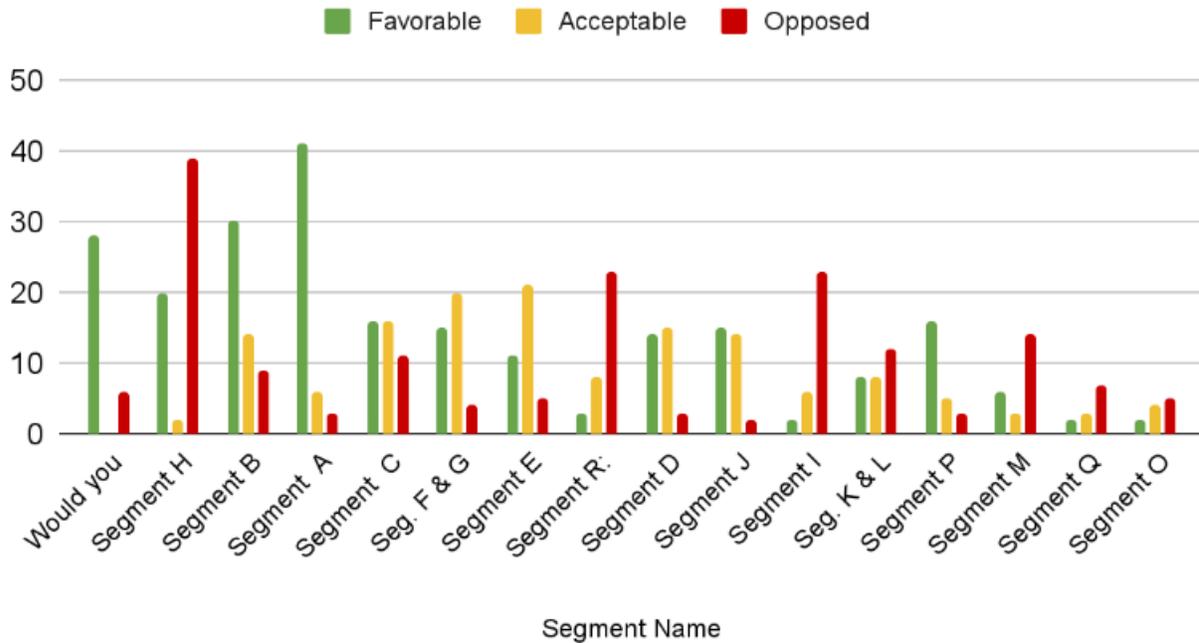
Yes- 82%, 28 votes No- 18%, 6 votes

Question 2. Preferred Activities on Paths - [Appendix A](#)



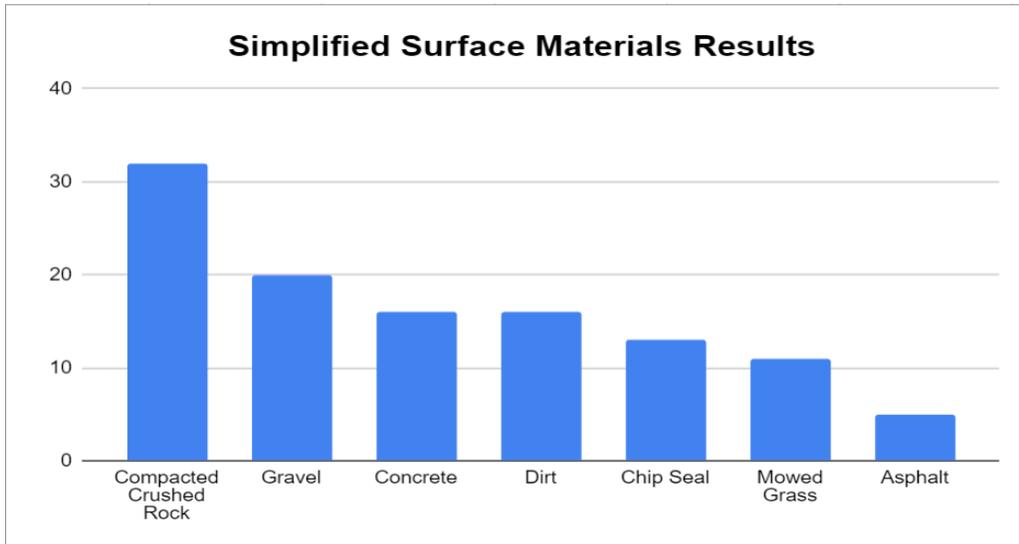
Question 3. Indicate whether you are in favor of, OK with, or opposed to the path segments shown on maps. Segments on the below graphs are listed in order of number of votes cast. Individual maps and results can be found in [Appendix B](#)

Favorability by Vote count



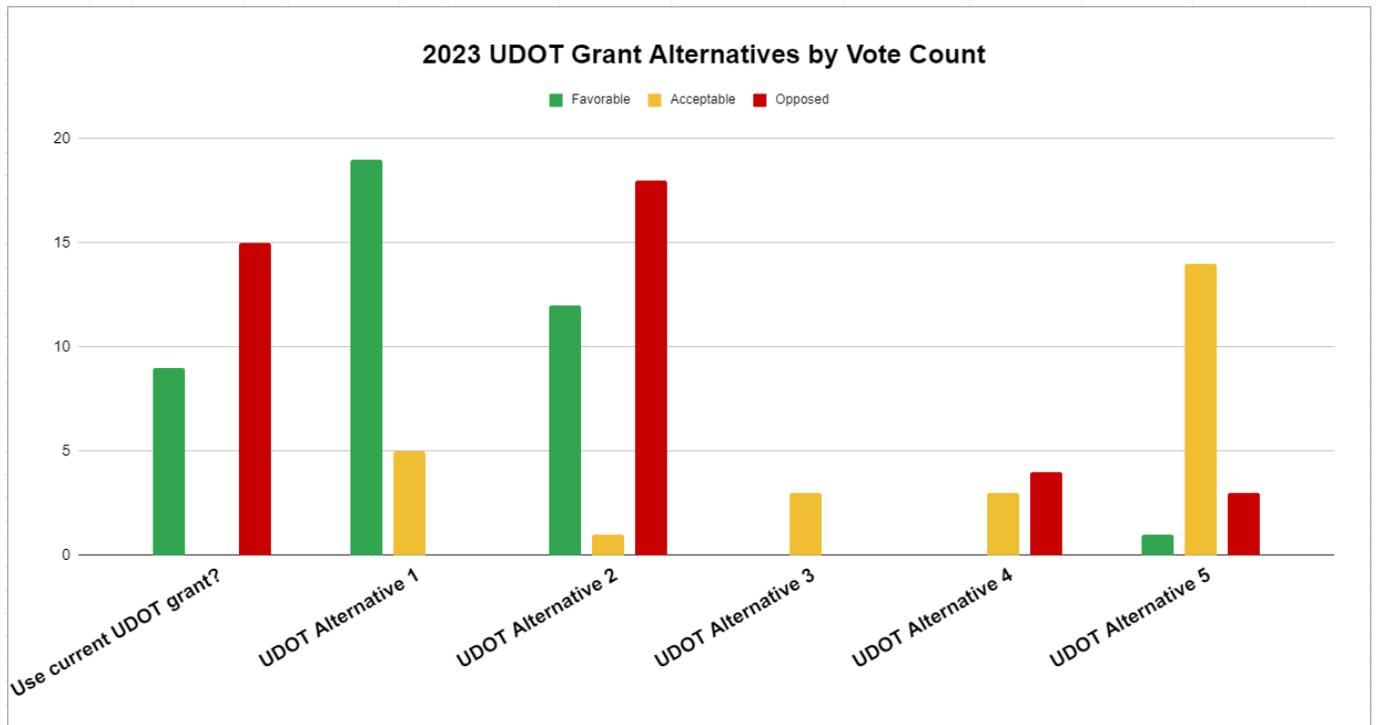
| Segment | Location |
|---------|---|
| A | 300N from Boulder School to Hwy 12 |
| B | ADA-accessible paths in Boulder Town Park |
| C | Paths in Boulder Town Grounds |
| D | 100E in front of PO and Community Center |
| E | 100E around <u>north</u> side of <u>Town</u> Grounds |
| F&G | Hwy 12 from 300N to Anasazi State Park |
| H | Pave <u>existing</u> path from Town Park to Burr Trail corner |
| I | West side of Hwy 12 from Town Park to Burr Trail corner |
| J | Hwy 12 from Hills & Hollows to Burr Trail corner |
| K&L | Burr Trail and "backway" to Boulder Elementary School |
| M | Lower Boulder Road |
| O | Hwy 12 from Anasazi State Park to BOSS |
| P | Hwy 12 from BOSS to Boulder King Estates |
| Q | Hwy 12 from Boulder King Estates to GarKane/FR165 |

Question 4. What do you prefer for path types and surface materials? - for detailed results see [Appendix C](#)



Question 5. Indicate whether you are in favor of, OK with, or opposed to the UDOT Alternatives shown on maps

The survey results for the UDOT alternatives are shown in [Appendix D](#)



Public Comments

Public comments recorded in the survey were compiled in a single document. Many of these comments are very well thought out and worthy of town councilpersons and planning commissioners taking time to read them carefully. ([see Appendix F](#)) Comments are categorized under the following subheadings:

Comments in favor suggested the following reasons:

- Safety
- Alternate methods of transportation
- Preparation to engage with county/state plans when they come
- School access
- ADA Access
- Recreational Use

Comments opposed suggested the following reasons:

- Budget should prioritize current infrastructure maintenance instead of new paths with unknown long-term maintenance costs
- Concern about pathways impacting the nature of the town/possibly not falling in line with the Boulder General Plan

Boulder Town General Plan

[Boulder Town's 2021 General Plan](#) contains several references to Active Paths that must be considered when proposing public pathways. [Utah Code Section 10-9a-406](#) states, "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."

Applicable sections of [Boulder Town's current General Plan](#) are cited in [Appendix E](#).

Boulder Park Plan

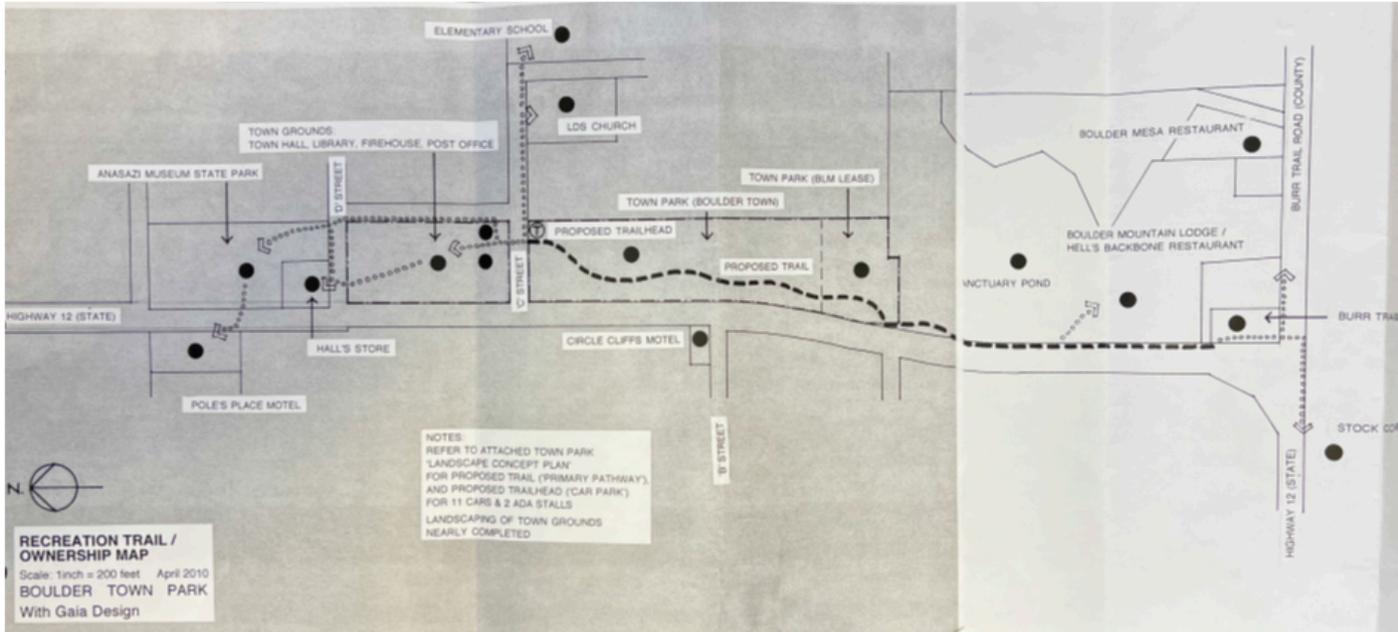
BAPC has been unable to locate the original plan for the Boulder Town Park, so the below summary has been adapted from memory. Mark Nelson was on the original Park Planning Committee that held meetings to formulate a town park plan allowing the Bureau of Land Management (BLM) to transfer land ownership from the U.S. government to Boulder Town for a public park between 2nd and 3rd North, along Highway 12. The park plan would also include town-owned property south of 2nd North, along Highway 12, and town-owned property between 3rd North and 4th North, along Highway 12.

The original Park Committee spent many months collecting information, holding public meetings, and taking input from all sources. The Park Committee and Town Council hired Gaia Engineering to draw up the formal plans for the project. Those plans are available for review at [Boulder Active Paths](#) and Boulder Town websites.

The underlying vision of the resulting plan was a graduated use of the combined area of the park, with something-for-everyone-zones:

- 1) The Town Hall area would be used more intensively, with a kids' playground, town hall building, post office, fire station, etc.
- 2) The Town Park area between 2nd and 3rd North (the original BLM property) would be less intensive and include a gathering area for special events (4th of July, music, etc.), more space for such events, restrooms, and parking.
- 3) The south end of the town park would be a more natural area with water features to entice migrating and nesting birds and other wildlife. This area would be a more contemplative and quiet use area, meshing well with the adjoining pond.

The Town Council accepted, voted on the original park plan, and approved. The BLM also approved the plan, and ownership was transferred to Boulder Town as outlined. The original park plan should be available from the BLM, but BAPC was unable to recover a copy.



2010 map from the Boulder Park Plan shows existing trail meandering through Boulder Town Park to the Burr Trail corner (dashed) and possible trails to Anasazi State Park, Halls Store, and Boulder Elementary School (dotted).

Recommendations Based Upon BAP Community Forum/Survey

Action Items recommended below are based upon the results of the Boulder Community desires expressed at the BAP forum and survey:

Action Item 1 - Short term



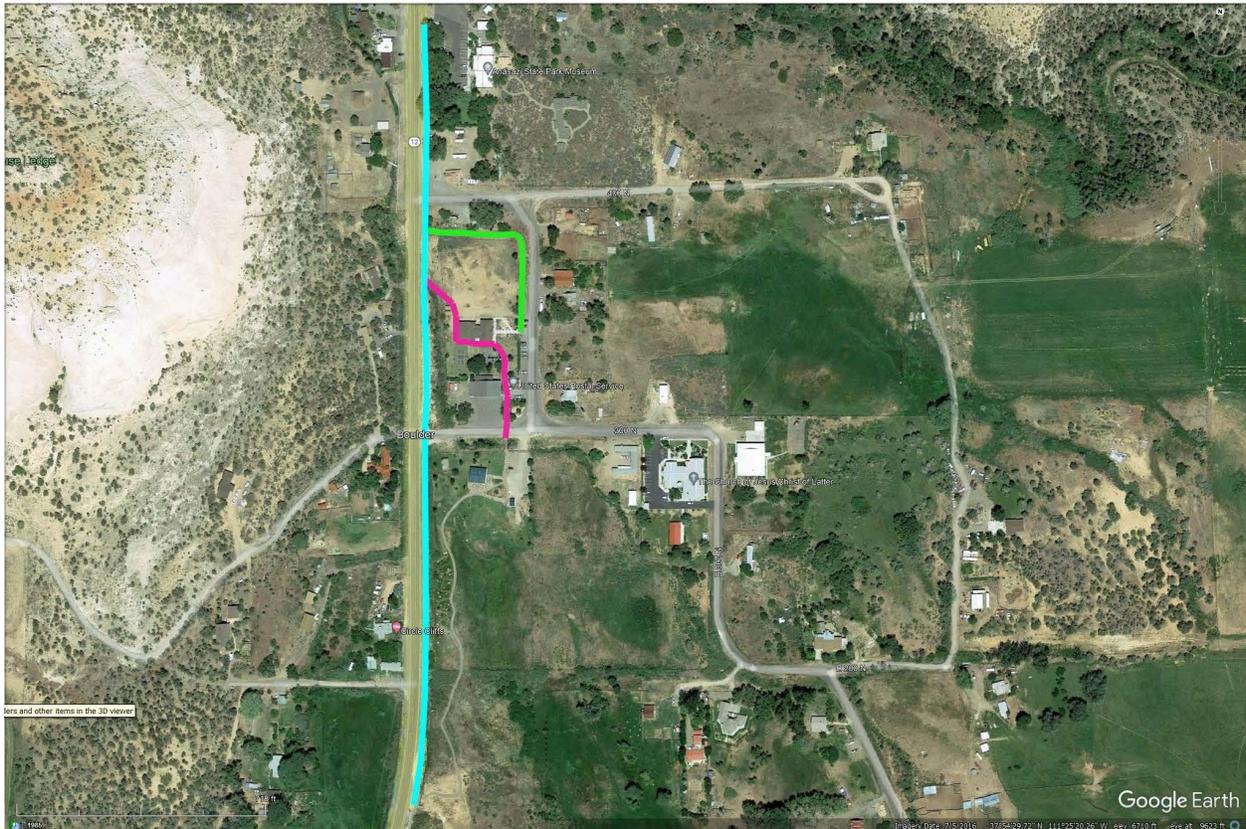
Paths in Boulder's Town Center that would provide safe and accessible walkways for school children, those with mobility issues, and other citizens of Boulder.

- 1) **Segment A** - Path between Boulder Elementary School and HWY 12 along 300N.
- 2) **Segment B** - ADA Accessible parking and path in Town Park (from Segment A to Parking, Bathroom and Pavilion).
- 3) **Segment D** (Optional) - ADA-access path and parking for the post office and Boulder Community Center along 100E from 300N to Boulder Community Center sidewalk.

Favorable support: A= 94%, B=83%, D=91%. [See Appendix B.](#)

Possibly 100% funded by UDOT's Safe Routes to Schools grant.

Action Item 2 - Mid-Long term



Pedestrian path along HWY 12 right-of-way, completing the connection from the Burr Trail to the state park.

- 1) **Segments R1 and F&G** - Gravel path connecting from Anasazi State Park to the existing gravel trail at the south gate of Boulder Town Park.

Either

- 2) **Segment C** - Connecting paths around Boulder Community Center to the HWY 12 path.

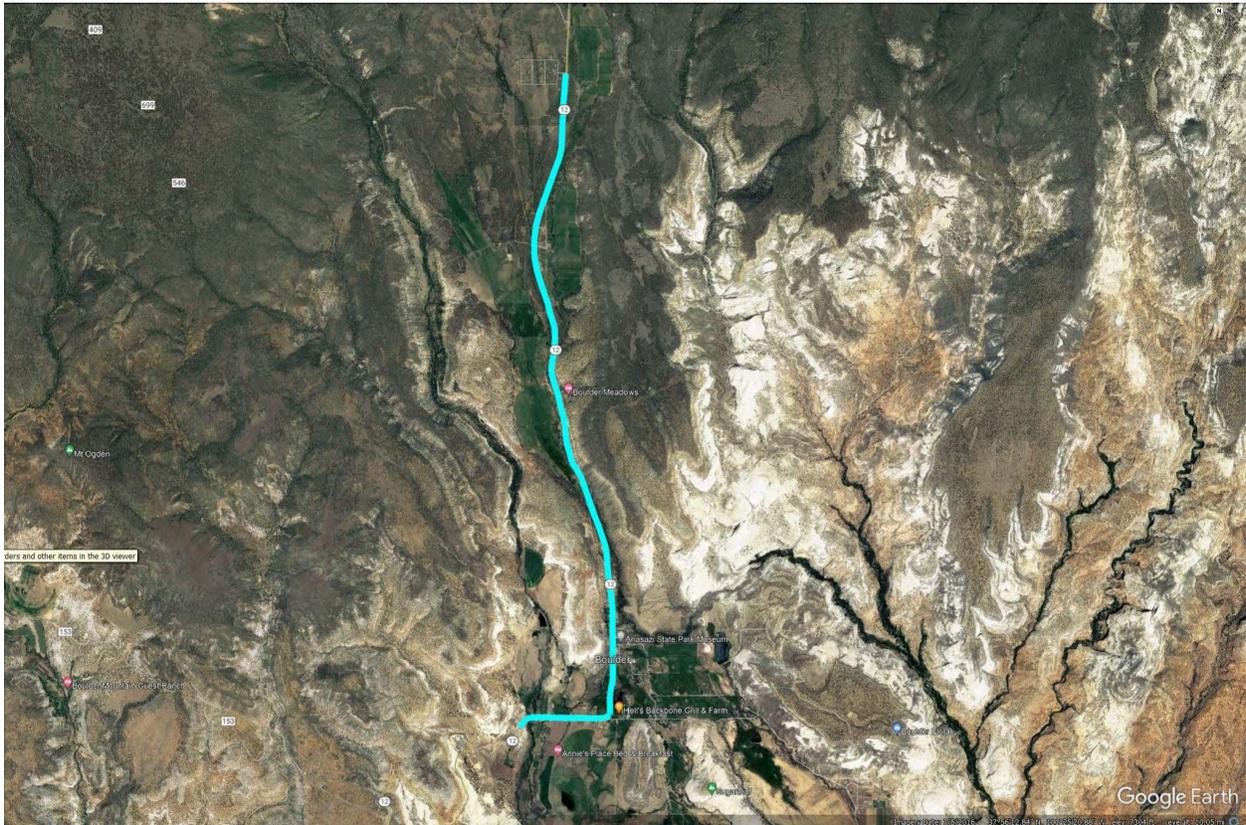
Or

- 3) **Segment E** - Continuing northward along 100E from Segment D then turning westward to connect with HWY 12 path.

Favorable support: R1 =9%-79%, F&G=90%, C = 74%, Segment E = 86%. [See Appendix B.](#)

Possibly 100% funded by UDOT's Safe Routes to Schools grant.

Action Item 3 - Long term Large scale project



Long term plan to provide “All-user” Path for pedestrians and bicycles along the HWY 12 Right-of-Way from Hills & Hollows to Boulder King Estates.

Segments J, I, R1, F&G, O, and P.

Favorable support: J= 94%, I=26%, R1=9%-79%, O=55%, P=88%, Q=42%. [See Appendix B.](#)

Possibly 100% funded and maintained by UDOT’s Utah Trail Network.

UDOT Alternatives Discussion

Survey results show that public opinion does not support the current UDOT grant. The location (Segment H) outlined by the grant faces significant public opposition, as indicated by the survey results. While locations for Alternatives 1 and 5 both had favorable results, there is little support for a path that is 8' wide and concrete/asphalt. Alternative 1 is the most favorable if the Town Council decides to modify the current grant and resubmit. [see Appendix D](#)

Grant Sources For Funding Boulder’s Paths

Utah Trail Network

During the 2023 Utah legislative session the legislature passed [SB 185](#). In that bill there is a provision that allocates \$45 million in on-going funding and \$45 million one-time funding to UDOT to build, operate and maintain a paved regional trail network. The vision is for UDOT to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities. This network should be a comfortable and reliable option for those walking, biking or scooting. When built out, the network should create a regional trail spine, or backbone, with local facilities tying in wherever possible, making it seamless for someone to jump on for any distance they need.

- **The UTN is an ongoing funding source so there is no deadline or due date per se. If you have a plan or ideas we'd love to hear about them as they are available.**
-

Safe Routes to School

The main goal of the SRTS Program is to assist and encourage students living within 1.5-2 miles to safely walk or bike to school. Available funding can be used for both non-infrastructure (education and encouragement programs), and infrastructure (physical improvements – primarily new sidewalks, but also school pavement markings, signage, bicycle parking, etc.) type projects.

- **These funds are allocated by a UDOT Advisory committee each year, beginning with a call for applications in early November.**
-

UDOT Joint Highway Committee Grants

- **The Utah Joint Highway Committee allocates the following funds each year, beginning with a call for applications in early [October](#).**

Carbon Reduction Program authorized by Infrastructure Investment and Jobs Act of 2021 (50% of our current grant)

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL) (BIL § 11403).

Transportation Alternatives Program (50% of our current grant)

The Transportation Alternatives Program supports projects that enhance safety and expand options for non-drivers, mitigate environmental impacts, and convert former interstate facilities to new uses.

Outdoor Recreation Planning Assistance

Utah’s Department of Natural Resources has a newly developed technical assistance service created to help Utah’s communities define their outdoor recreation goals. This program aims to help communities build capacity at the local level by providing planning assistance, stakeholder and community engagement, and defining a plan of action. As Boulder moves onward to plan and develop its Active Paths, this program could provide very useful and timely assistance.

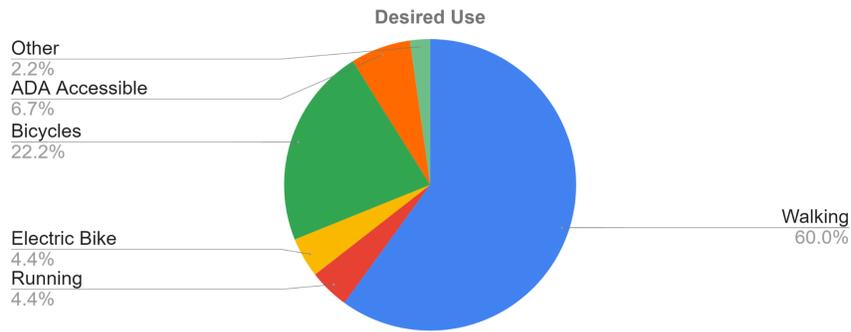
| GRANT | MATCHING FUNDS | PLANNING | CONSTRUCTION | MAINTENANCE |
|--|----------------|----------|--------------|-------------|
| UDOT JHC | 6.77% | Yes | Yes | No |
| UDOT Safe Routes to School | No | Yes | Yes | No |
| UDOT Utah Trails Network | No | Yes | Yes | Yes |
| Outdoor Recreation Planning Assistance | NA | Yes | NA | NA |

Suggestions For Future BAP Planning

Consider outlining a process that must be followed before grants are applied for. The following are some recommendations that could be followed in order:

- 1) Consider compatibility with Boulder's General Plan and park plan
- 2) Gather and consider public opinion
- 3) Coordinate with County and State level plans
- 4) Analyze town income/expenditures and engage in broad research of available funding options
- 5) Conduct a cost/benefit analysis of construction and maintenance costs relative to public benefit

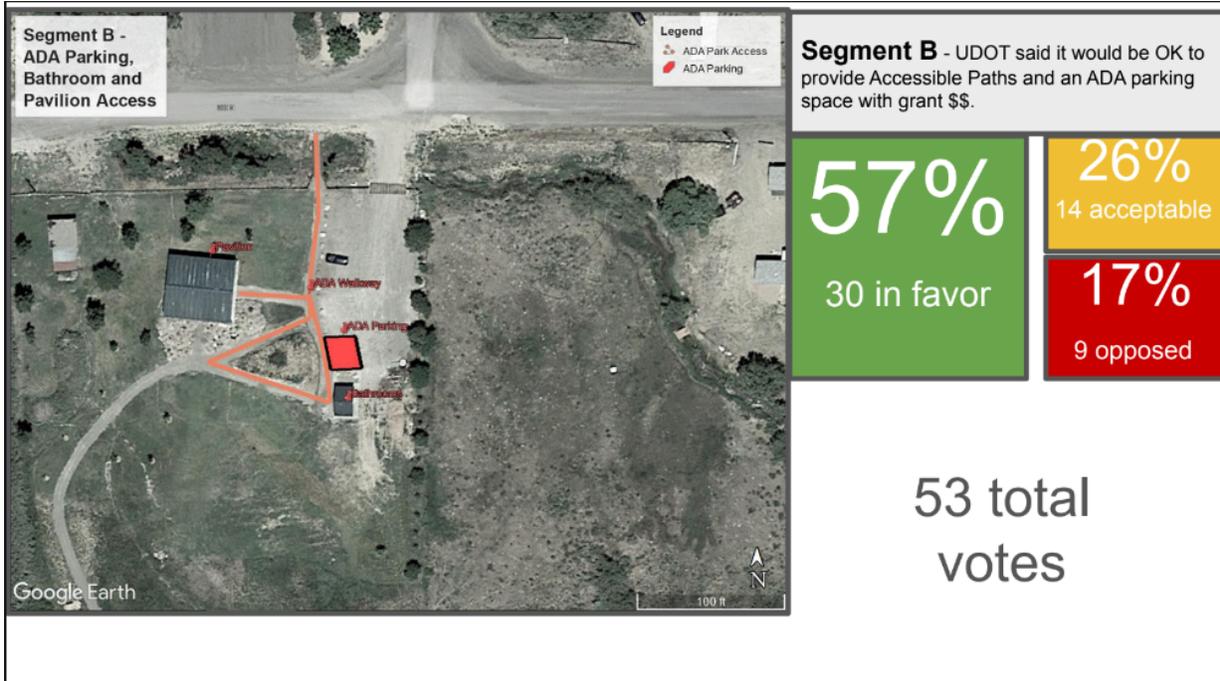
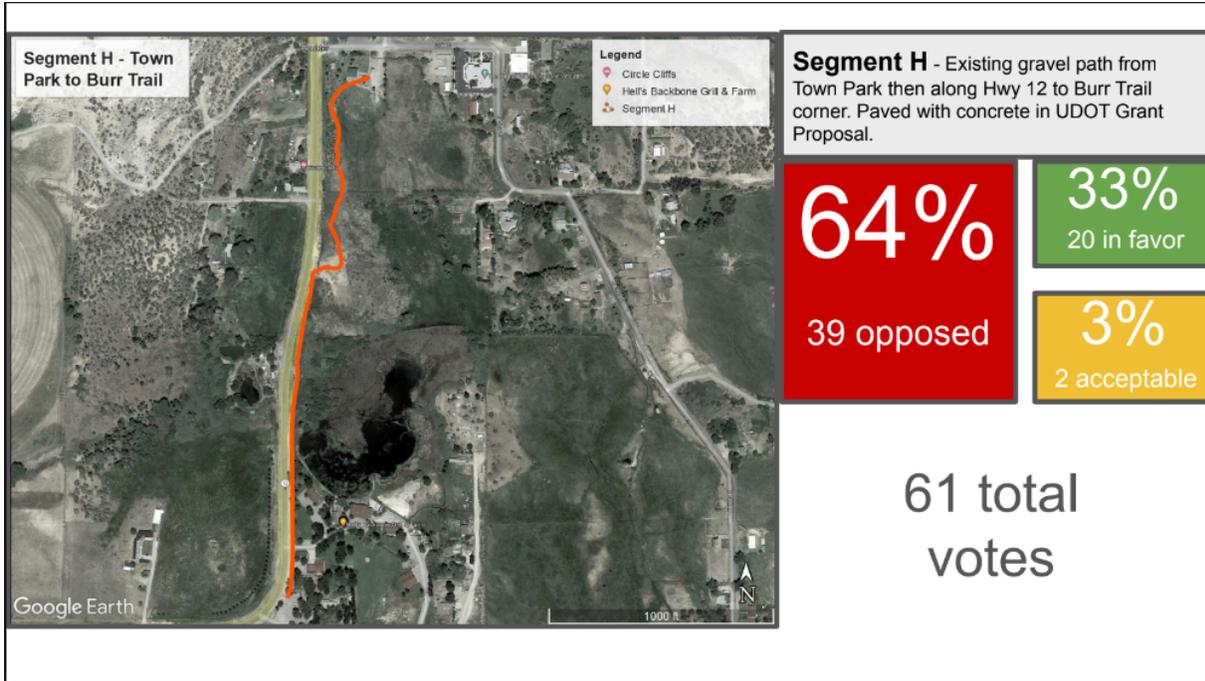
Appendix A - Activity Types

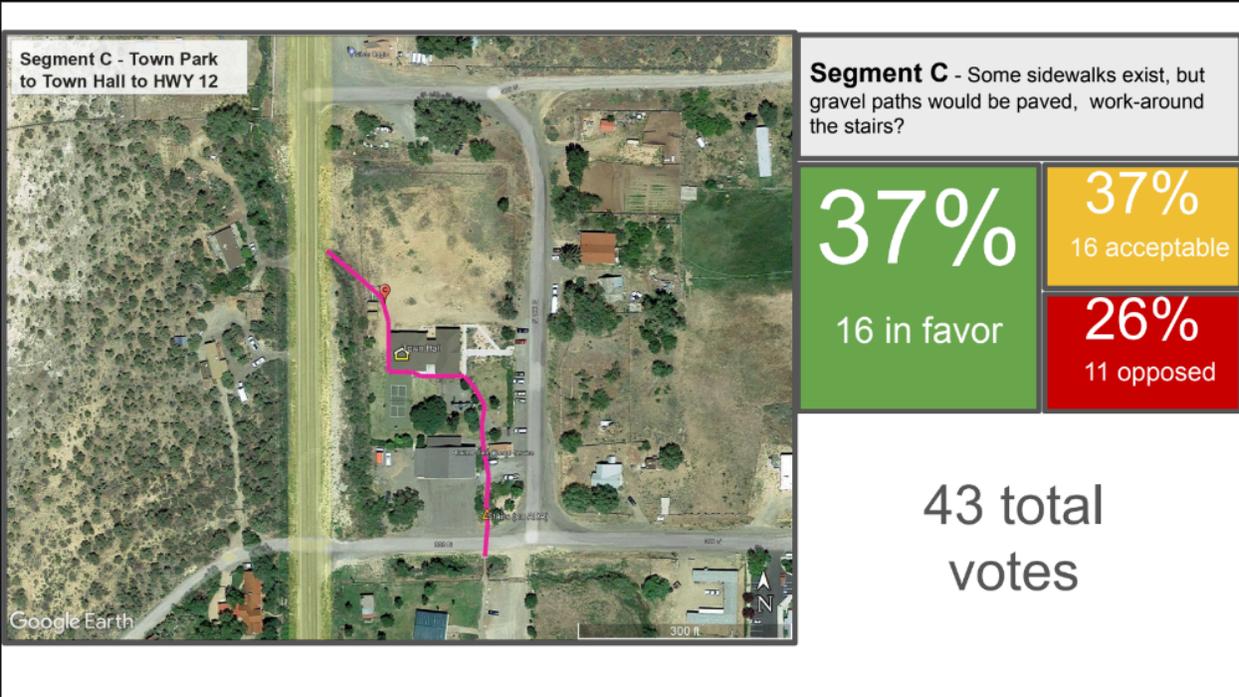
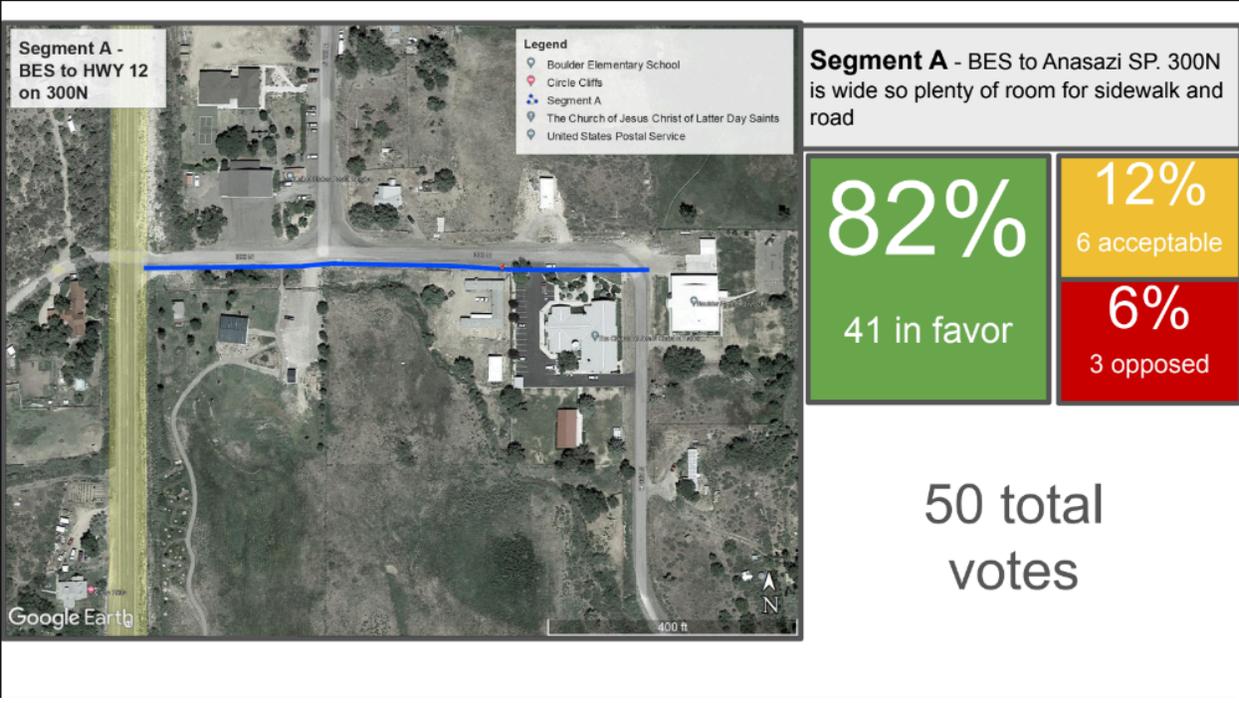


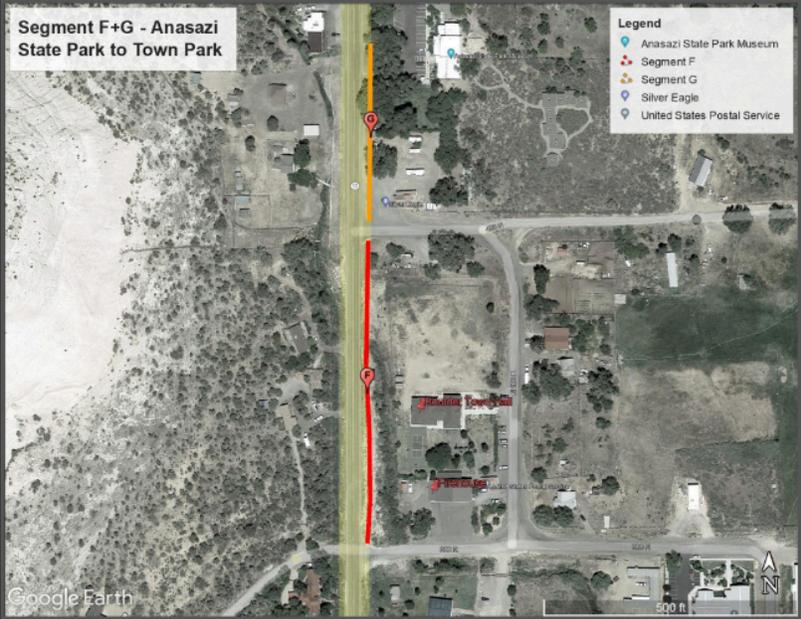
| | |
|------------------|----|
| Walking | 27 |
| Running | 2 |
| Electric Bike | 2 |
| Bicycles | 10 |
| ADA Accessible | 3 |
| Scoters | 0 |
| Baby Strollers | 0 |
| Skateboards | 0 |
| Horseback Riding | 0 |
| Other | 1 |

Appendix B - Segment Results

for detailed chart of results, see attached CHART OF RESULTS.PDF







Within the Hwy 12 easement from 300N to just beyond Anasazi State Park entrance.

51%
20 acceptable

38%
15 in favor
10%
4 opposed

39 total votes



Segment E - Continues from Segment D around north side of Town Ground's fence and behind dumpsters. Also connects with Segment S to Anasazi SP.

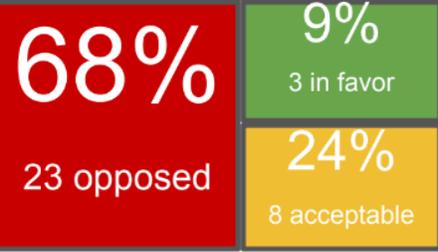
57%
21 acceptable

30%
11 in favor
14%
5 opposed

37 total votes



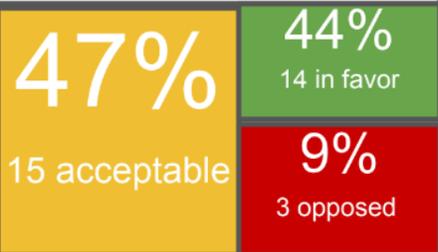
Segment R - East side of highway. R1 is north of Town Park entrance; R2 is south to Burr Trail corner.



34 total votes



Segment D - Plenty of room in easement for path and road.

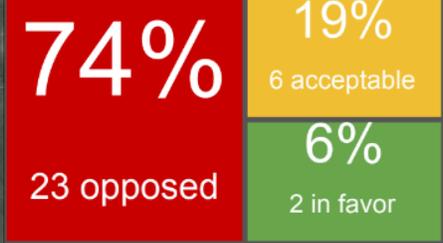


32 total votes

**Segment I - Alternate
Town Park to Burr Trail**



Segment I - Alternate route with a crosswalk to avoid businesses and place path on inside of corner

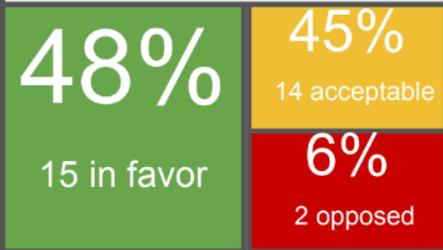


31 total
votes

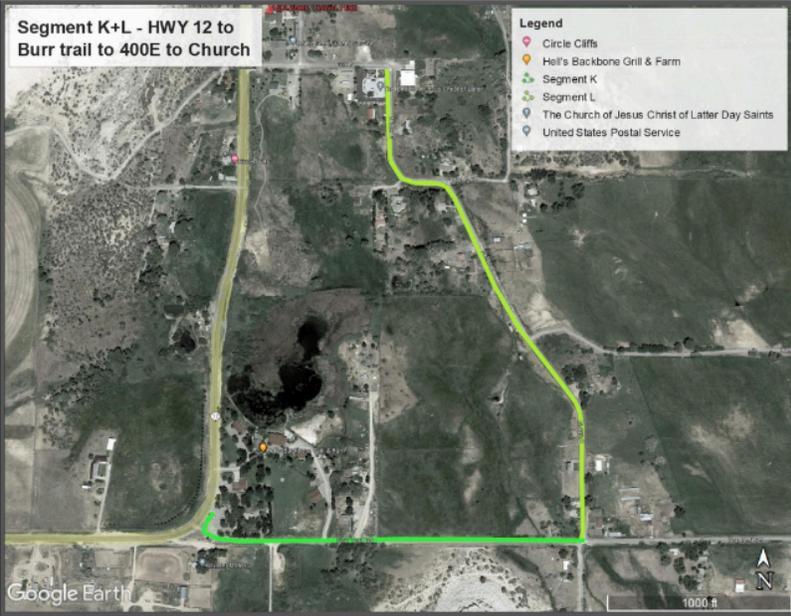
**Segment J - Burr Trail to
Hills and Hollows on HWY 12**



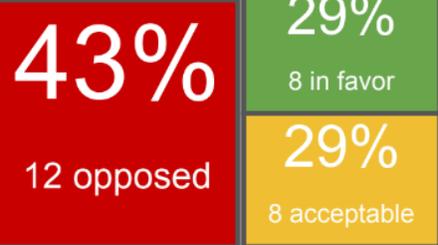
Segment J - Within Hwy 12 north easement. Will require bridges over canal and Boulder Creek.



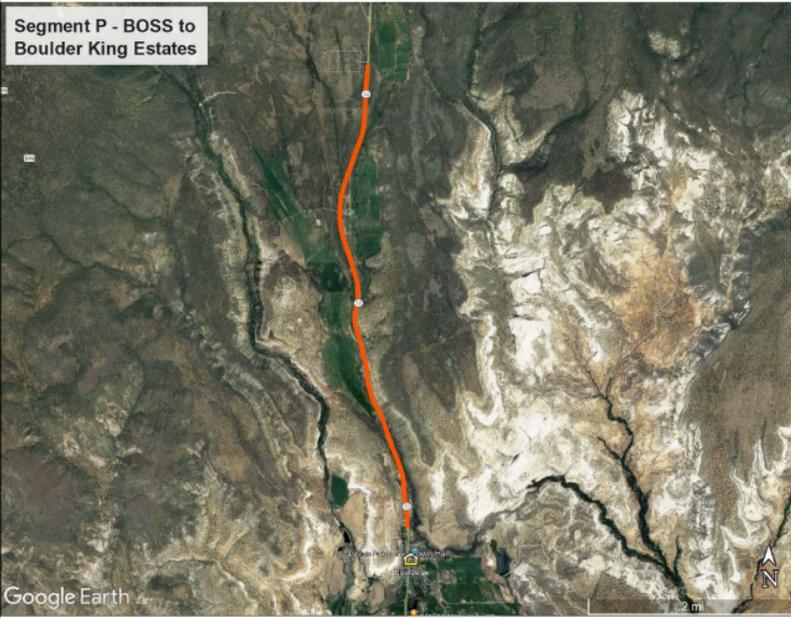
31 total
votes



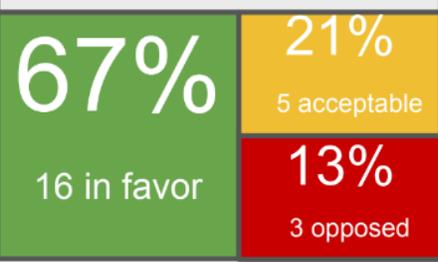
Segment K+L - Burr Trail & "Backroad" to Boulder Elementary School. Narrow Roads/easements could have space issues. Traffic hazards may require signage and bollards(along Burr Trail?).



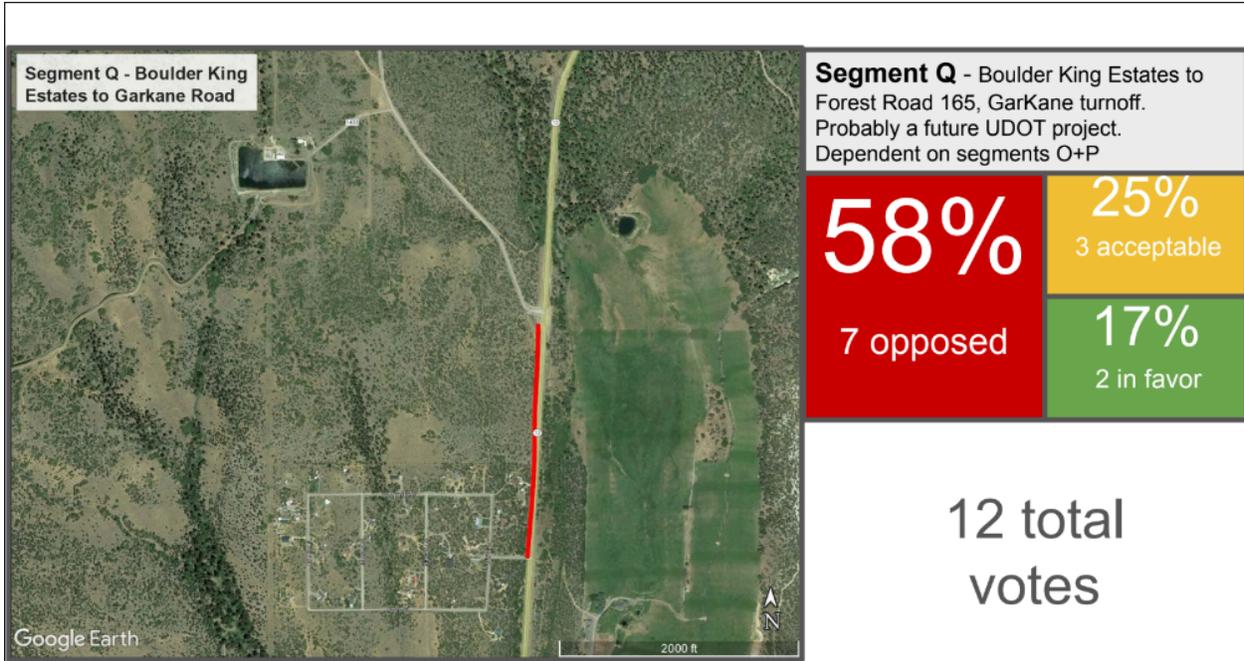
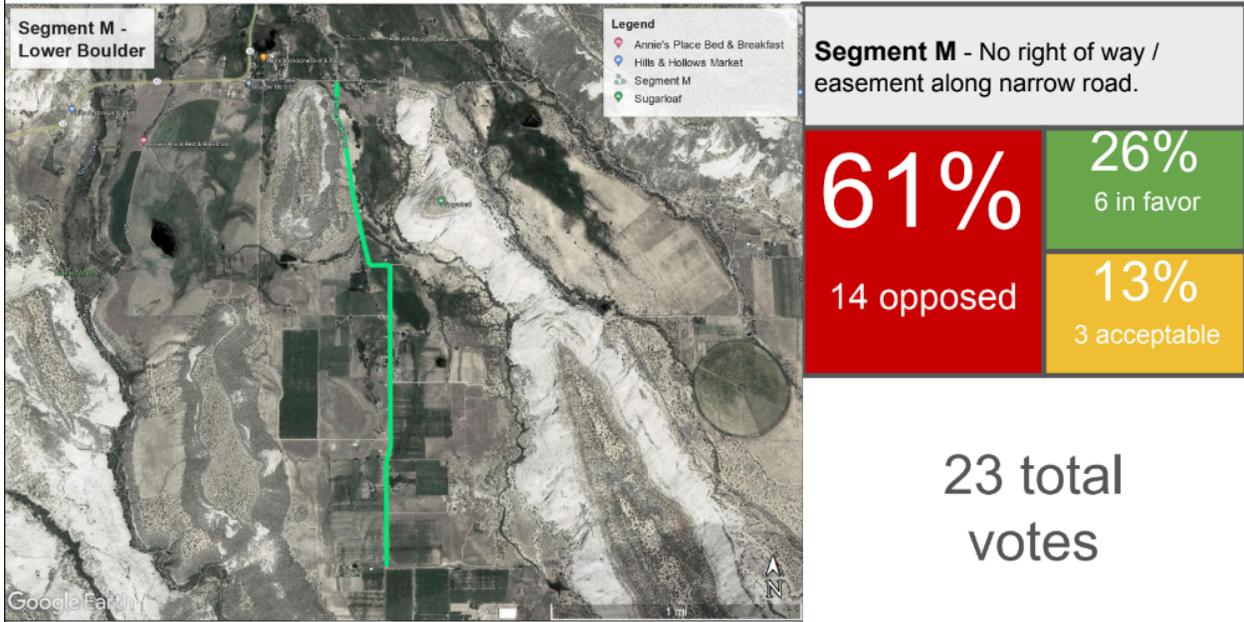
28 total votes

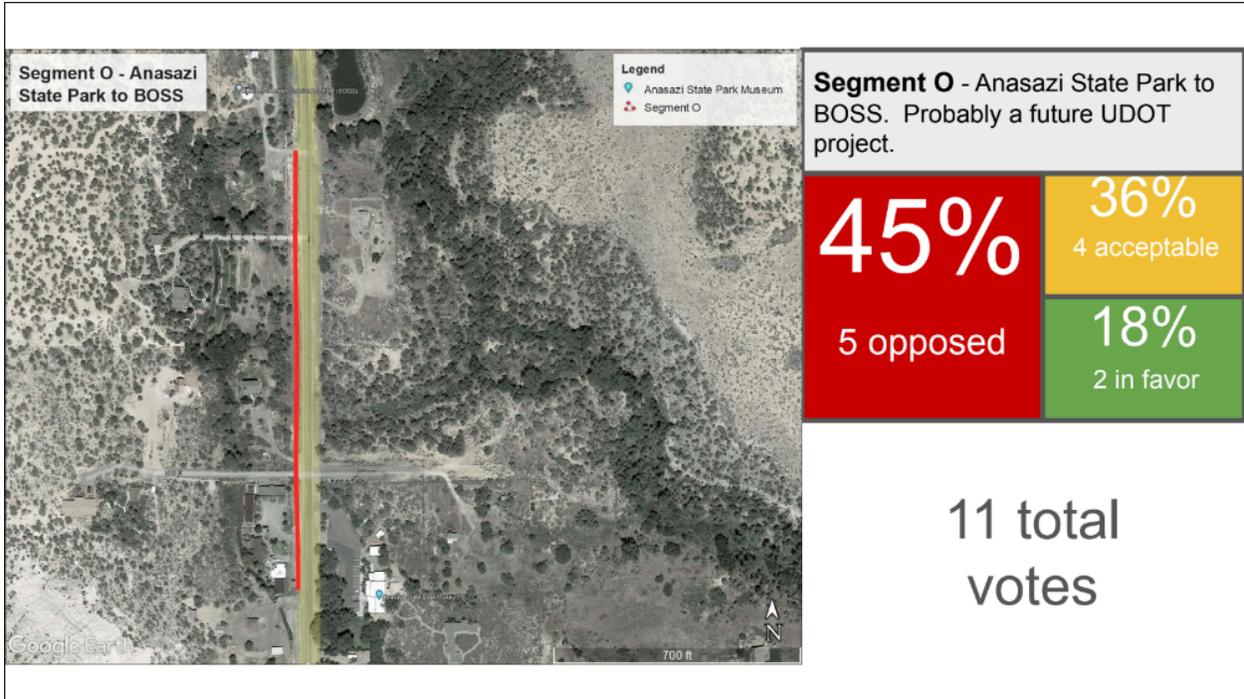


Segment P - Likely in a future UDOT project. (Dependent on Segment O)

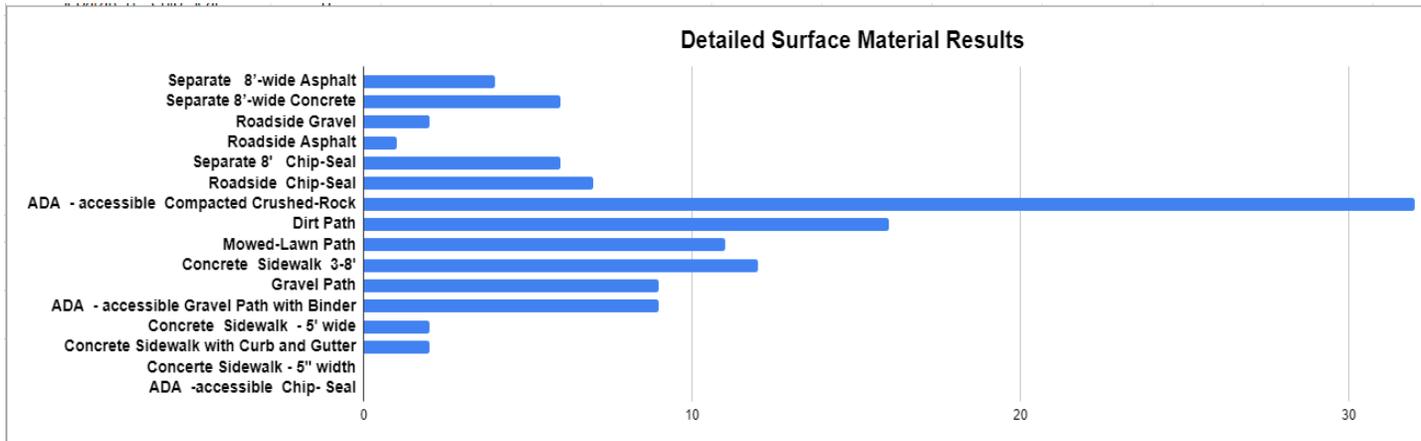


24 total votes





Appendix C - Surface Types



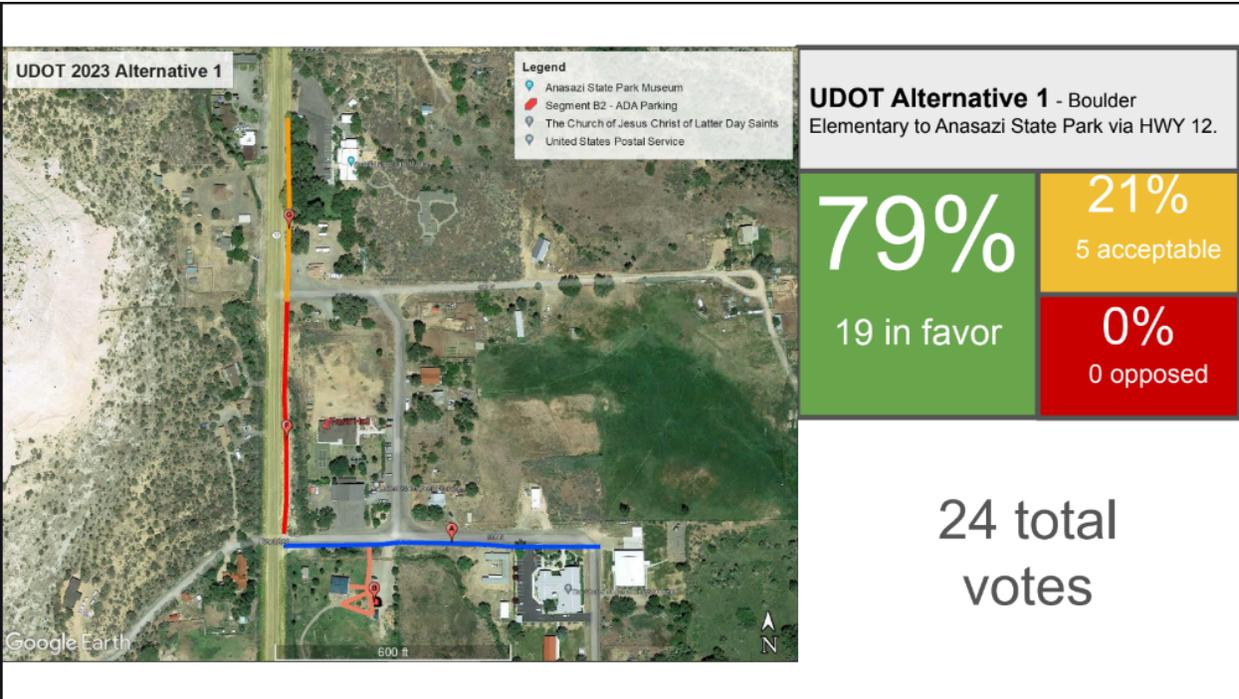
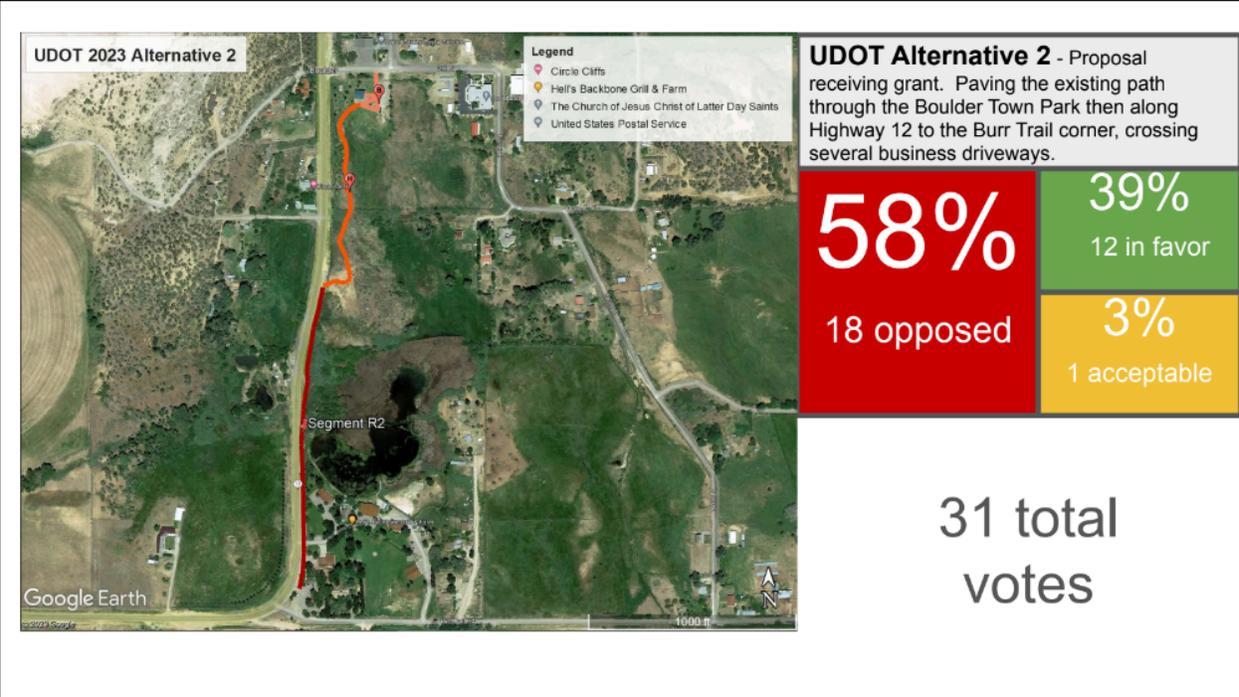
UDOT Alternatives Results

These results reflect public opinion of alternative plans if the town decides to use the current UDOT grant.

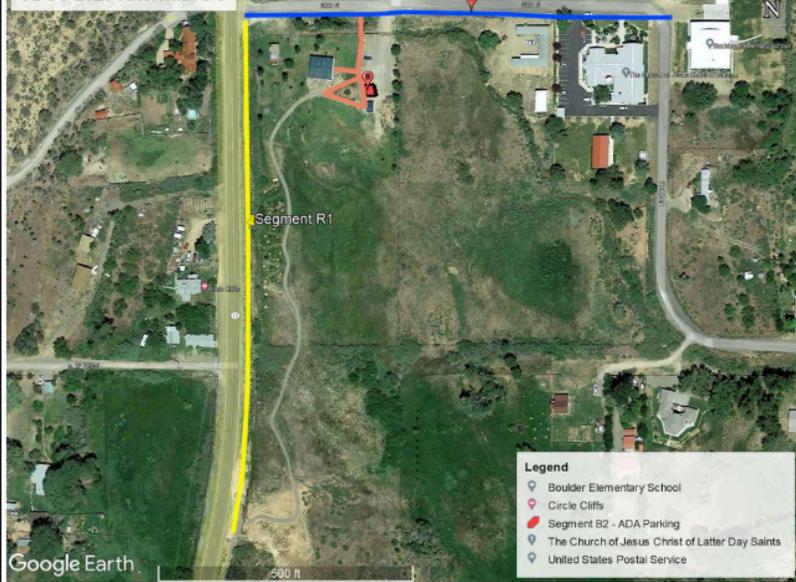
Should We Use Boulder Town's grant from UDOT?

Boulder Town received a grant of up to \$683,000, requiring a ~6.8% matching funds (\$46,239) from Boulder Town's Road Fund for a 8' wide concrete "All-Users" pedestrian path. For a variety of reasons, the original proposal has not been embraced by the entire Boulder Community, so we have be asked to come up with alternatives that meet the following criteria that are said to apply to our UDOT grant:

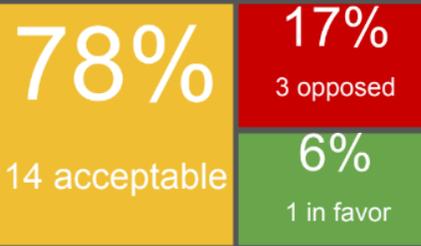
- Pavement surface, either concrete or asphalt
- 8' wide
- Majority is located along Highway 12
- Within budget or less
- Can include connecting to paved walkways accessing the Boulder Town Park bathrooms and pavilion that would be included in each of the below alternatives.



UDOT 2023 Alternative 5



UDOT Alternative 5 - 300N from Boulder Elementary School to Highway 12 then south along Highway 12 to the south entrance of Town Park

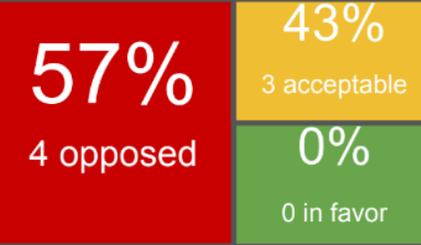


18 total votes

UDOT 2023 Alternative 4



UDOT Alternative 4 - East side of Highway 12 by park, crossing to west side Highway 12 and continuing to opposite the Burr Trail corner. Phase 1 of a path leading all the way to Hills and Hollows along the north and west shoulder of HWY 12.



7 total votes



UDOT Alternative 3 - East side of Highway 12 from 300N to the Burr Trail corner, crossing several business driveways.



3 total votes

Appendix E - Selected General Plan References

Chapter 1, Section 2 - Purpose: “The plan is anchored in public consensus and is designed to be a dynamic and adaptable document to serve the community needs today and for the foreseeable future.”

Chapter 5, Section 1 - Vision Statement: The primary objectives of the community are (1) to preserve the ranching, small-scale agricultural, wilderness lifestyle of the place in keeping with the rural/frontier spirit of Boulder; (2) to protect the open space, clean air, clean water, dark skies, and quiet country-style atmosphere that currently exists; and (3) to promote self-reliance and resiliency. Secondary objectives include supporting an economically viable future Version 4.1, 2021 13 by encouraging a local land-based economy centered on food security, cottage industry, local entrepreneurship, full-time residency, and affordable opportunities for future generations.

Chapter 7, Section 4 - Land Use Goals and Policies: G3-5 Promote appropriate design and landscaping of the town park, town grounds, Community Center, and other municipal open space to meet the needs of the community.

Chapter 10, Section 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.

Chapter 10, Section 6 Goals and Policies:

Goal 1: To provide a circulation system to move people and goods safely and efficiently throughout the town and the general planning area.

- Policies: G1-4 Designate safe route and crossing locations for elementary children traveling to and from school.

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.

Goal 4: To preserve the historical cattle drive access ways along Highway 12, Burr Trail, and other town streets.

Chapter 12, Section 7 - Recreation and Parks: The intent for this public area (Boulder Town Park) 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.

Appendix F - Public Comments Categorized

Comments in favor of pathways

Safety

Yes, Interested in ways to slow traffic down in areas with narrow road shoulders. Bikers get edged out.

Yes, I am in favor of non-motorized paths in Boulder. The town core needs to be connected by pathways so citizens and students can travel safely without walking in the roadways. The same is true along highway 12. I think all the commercial areas should be linked eventually, but in the meantime focus on the town core.

YES - the town needs safe places for walking other than being in the traffic lane. However, one can support the broad question of non-motorized path without supporting spending town funds on a specific UDOT / Highway 12 project.

Yes, It is nice to be able to walk sometimes and not always have to drive in order to get around town. Areas along Hwy 12 don't always feel safe to me on foot with traffic so close.

Yes, Safety and to steer tourists to designated public paths and off of private land

Yes, Would be nice especially along the highway where there is traffic during the tourist season

Yes, Not having a shoulder on hwy 12 for bikes and pedestrians can be a little stressful for cars as well as bikers, walkers.

Alternate methods of transportation

Yes—for safety, ease of movement, and recreational use. Boulder's spread-out layout currently discourages pedestrian movement; paths would encourage safe pedestrian/bicycle travel.

Non-motorized pathways provide both a safe means of travel, as well as encourage healthy activity. Boulder will likely see growing tourism in the area and any time we can get people out of their cars for short trips, that reduces both traffic and encourages healthy activity. Ideally, UDOT would put bike lanes or potentially a separated pathway along Hwy 12 from Hills & Hollows to Forest Service Rd 165.

Ideally, UDOT would prioritize building bike shoulders along Hwy 12, from Escalante to Boulder and up to Forest Service Rd 165. Some sections would be difficult, if not impossible due to the cliffs. However, tourist traffic will only grow over time and the hazards for cyclists will continue to grow. Consequently, some portions of bike lanes would likely need to deviate from federal standards.

I am nostalgic for the Boulder of my youth, when you could walk down the highway in the middle of summer and only a few cars might pass. Over the past several decades our town has grown considerably. New homes and businesses have increased traffic significantly. There is a tendency for people to move in and want to close the door behind them, without acknowledging they've brought the very change they seek to stop. It is no longer safe, especially for children, to walk along the highway. I'd love for my child to be able to ride his bike to school in the future, safely off the highway and away from traffic. I'd like to be able to walk around town without worrying about cars. My first choice would be to turn back time and hide our sweet town away from the masses, but since that's not possible, utilizing available grant funds to create safe pedestrian paths seems like a solid second choice.

Our community needs safe(er) ways to walk or bike (or ride a horse) in our town. Anything to encourage non-motorized travel, reduce traffic, and encourage walking and biking is good (and fun!).

Where are people walking or biking RIGHT NOW? Hwy 12 between ASP and the Burr Trail, Lower Boulder Road, 400 East, and the Burr Trail from Hwy 12 to Lower Boulder Road are a few examples where I see pedestrians and bicycles regularly. While several of these routes/segments have been identified as difficult to implement for pathways (narrow roads, easements, etc.), it is where people are walking and biking in the town core. Let's not shy away from challenges if these are routes we could make safer if that's a town priority/community desire. I don't think these routes need to be any more than what the town park currently has--a rustic but durable and attractive walking path.

Yes. Paths encourage people to walk; good in and of itself. People walking also reduces vehicle traffic.

2. Look to see where people are walking now. Are there any safety concerns in these areas? Segment A and segment K address areas of heavy walking.

Yes, non-motorized paths provide healthy alternatives to moving around a community rather than always driving a car, these modes of transportation should be encouraged through safe, efficient and effective routes.

Though paths around town will be eventually nice to have, efforts should be focused on the central business district to start and then expanded. A full north to south path from town boundary to town boundary would be the next logical expansion and finally the routes into the recesses of Boulder.

Preparation to engage with county/state plans when they come

Yes! Let's get a plan together that we all have input in so when the grants show up we're ready with the right plan that does not disrupt any precious eco system

Yes! Important to look at needs and then options. And to tie into the county and state plans

I also would like our community to help guide the state and county in the "Utah Trail Network" plans to help ensure our community values and wishes are represented. If the "Utah Tail Network" is a reality, we want to have a seat at the table when planning and decisions are being made.

School access

I'd love for my child to be able to ride his bike to school in the future, safely off the highway and away from traffic.

Segment A – Perfect for kids getting to school safely.

ADA Access

Park path and ADA a good idea and access to the Grill and Coffee Shop. Our grandson is wheelchair bound and gravel roadways do not work. Elderly walkers also would benefit from a solid even surface. Our town has no ADA provisions.

If accessibility is ANY criteria, why is the post office NOT on this list? It is the most widely used building in all of Boulder, yet only has stairs for accessibility.

Segment B - If we have any intention of providing accessibility, segment B is critical.

Segment B - Most important for ADA accessibility.

Segment B - I love ADA at the Park

Segment B - Perfect for ADA

Segment B and D - If there is a path, I think a combo of B and D makes sense, because it would make the town hall or town park more ADA accessible, and that is where we often have community events.

Recreational Use

Consider an equestrian usage on some of these paths. No where in town for horse riders to traverse. Have to trailer out of town to ride anywhere.

Yes, but with allowance of electric bikes, scooters, etc. My only comment would be not to restrict electric bikes, as my child utilizes one to get around town, and as other children grow up here I see it becoming a potential use, and positive to get them off the dangerous roadway.

Comments opposed to pathways

Budget should prioritize current infrastructure maintenance instead of new paths with unknown long term maintenance costs

The funds needed to get the grant are not there. Please, check the budget. This is road money that has been accumulated for a few years without addressing any of our much needed road work. Our town roads are widely neglected and the funds should get used to fix the damages and make upgrades where needed, address drainages, regular maintenance, and wear and tear. How would we pay for the maintenance of a concrete pathway? Again, this is not a budget item nor do we have any “extra money” floating around that could be allocated to this cause.

How would ice and snow issues get addressed in the winter time? Who is liable?

We have a hard time getting the roads cleared after a snow fall and the area around the fire house and town hall....

Concrete is not as durable as it appears to be at first sight. Sealing, fixing cracks, planning on replacing the proposed path will need to get addressed before any approval can happen.

An inexpensive path would be okay.

We're not in favor of installing an expensive high maintenance path.

It's difficult to maintain the roads and paths we already have.

It's a financial burden on a small town,

Our answer to the question of a non-motorized path being developed in the town of Boulder is NO. I feel that the \$46,000 dollars of the Boulder Town money could be better spent on other Boulder needs.

No. I don't think there is enough need for this to spend almost \$50,000 of town money on it. I realize that the grant is for this specifically and doesn't apply to other projects, but I would rather see the town use it's funds for improving existing streets, adopting more streets and bringing them to emergency access standards, or helping with an affordable housing project down the line.

No, At this time the town has to figure out if they can afford a path. The town needs to deal with road issue.

No, While clearly a benefit to the community, the administrative time and dollars required would be better spent on more pressing infrastructure needs. We (residents) are already generally able to move on foot, bike or horse around town safely and easily on existing roads and paths. Our roads need basic upgrades and maintenance somewhat urgently (Lower Boulder Road, etc), our emergency services need better resourcing, our school and town needs staff housing, etc etc

Concern about pathways impacting the nature of the town/possibly not falling in line with our General Plan

I support the following proposed paths for the reasons listed below:

Segment A – Hwy 12 to BES – this path makes sense for safety. Fits General Plan Goal 5. To encourage pride in the town’s appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment B – ADA parking, bathroom, and pavilion access – this path makes sense for accessibility. Fits General Plan goal 5. To encourage pride in the town’s appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment D – Town Hall to park – this path makes the most sense for accessibility and safety. Fits General Plan goal 5. To encourage pride in the town’s appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment H – Hwy 12 Town Park to Burr Trail - I support this to utilize the UDOT grant, but do not support a concrete surface. See surface proposals below.

Segment E and S – Town Hall to Anasazi -This path would be a nice foot trail, is safe and aesthetic, as long as no pavement or concrete allowed. Fits General Plan goal 5. To encourage pride in the town’s appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

I oppose the Proposals below for the listed reasons:

The following proposed paths do not fit the General Plan Vision: The primary objectives of the community are (1) to preserve the ranching, small-scale agricultural, wilderness lifestyle of the place in keeping with the rural/frontier spirit of Boulder; (2) to protect the open space, clean air, clean water, dark skies, and quiet country-style atmosphere that currently exists.

Nor do the following proposed fit the General Plan Community Goals 1. To preserve Boulder’s rural agricultural atmosphere and cultural resources. 3. To preserve the natural beauty, open space, clean air and water and quiet atmosphere. 5. To encourage pride in the town’s appearance and maintenance of our community 8. To provide for improved traffic flow and maintenance of our town roads. 11. To control and limit noise.

Segment F & G - Anasazi to Town Park – not aesthetic for Boulder.

Segment I – Alternative Town Park to Burr Trail - not aesthetic for Boulder or safe along Hwy 12.

Segment J – Burr Trail to Hills and Hollows - not aesthetic for Boulder or safe along Hwy 12.

Segment K & L – Burr Trail to Church- - not aesthetic for Boulder or safe along narrow road and blind spots.

Segment M – Lower Boulder – This proposed path is perhaps the most unsafe proposal of all. This road is currently a hazard due to the increased traffic from development. In addition, the properties on Lower Boulder Road are private and it is a dead end. This proposed path would

be incredibly invasive to those who live in Lower Boulder.

Segment O – Anasazi to BOSS – doesn't make sense, not needed

Segment P – Boss to King Estates – doesn't make sense, not needed

Segment Q – King Estates to Garkane – doesn't make sense, not needed

Segment R1/R2 - 300 N to Burr Trail – not aesthetic for Boulder or safe along Hwy 12.

The following surfaces do not meet the General Plan Vision and Goals listed above. They are not appropriate for our rural area:

Separate, All-user, Paved Path, 8'-wide Asphalt

Separate, All-user, Paved Path, 8'-wide Concrete

3-8' Sidewalk

Roadside Asphalt Path along Asphalt Road

NO! cost, need, it will Never stop. I did not move here to see the modernization like a big city. What is here now is plenty good!

We feel strongly that Boulder does not need a concrete walkway as lined out in the proposal(s). The existing gravel walk way seems to be very appropriate and sufficient for Boulder and its rural setting.

Let's keep the pathway on the main drag. We don't need to go through the park. Crossing the highway is not a good idea. Allowing an 8' wide concrete path *through* the town park is not a good idea. I have seen people already going alongside the highway, so why not keep it on a well traveled route? This is how streets and roads develop anyway.

Comments about specific Trail Segments

Segment A – Hwy 12 to BES – this path makes sense for safety. Fits General Plan Goal 5. To encourage pride in the town's appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

In favor of Segment A, but I think it should end at the bridge leading into the town park. This would encourage BES students, bicycles, and adult walkers to stay off Hwy 12 when possible and starting and ending a walking/biking path at Hwy 12 seems unnecessary.

Segment A – Perfect for kids getting to school safely.

Segment A - Is it possible for segment A to end at the park? Concerned that going all the way to HWY 12 will take away necessary parking for town events.

Opposed to Segment A - Why have a pathway to the school? Maybe as an add on for children who walk or ride bikes to school?

In favor of Segments A, K and L - These three segments work as a loop when combined with the section of pathway that already exists in the town park. Getting to the Anasazi State Park (ASP)

can be accomplished now without using Hwy 12 (except for a very small distance from Hall's—maybe the ASP would be willing to put in a pedestrian gate on the south side). This would create a town core loop that could be added to in the future with other segments -- Lower Boulder Road, Hills and Hollows, Boulder King Estates, etc.

Segment B – ADA parking, bathroom, and pavilion access – this path makes sense for accessibility. Fits General Plan goal 5. To encourage pride in the town's appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment B - If we have any intention of providing accessibility, segment B is critical.

Segment B - Most important for ADA accessibility

Segment B - I love ADA at the Park

Segment B - Perfect for ADA

Segment B - YAY!

Segment B and D - If there is a path, I think a combo of B and D makes sense, because it would make the town hall or town park more ADA accessible, and that is where we often have community events.

Segment C – Great Pathway for staying out of traffic. Safer for kids + ADA access

Opposed to Segments C. "C" cuts-up the town park and it would appear to create bike/pedestrian conflicts with sharp, narrow, and blind corners around the town hall and next to a playground with small children.

Opposed to C - Why cut through by the town hall and post office? Not necessary

Opposed to C - Segment C would divide the area around Town Hall and dead-ends at Highway 12, connecting to nothing.

Segment D – Town Hall to park – this path makes the most sense for accessibility and safety. Fits General Plan goal 5. To encourage pride in the town's appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment D and part of E are much better alternatives.

Segment D - Would this option take away parking in front of the PO and Town Hall? Already not enough.

OK with Segment D and E. I don't understand why these aren't just one segment, but there's probably a reason. I just don't see it.

OK with - I like segment D connecting to E, BUT I would add segment S and NOT extend the path to Highway 12, which dead-ends at the highway. The part of E from where section S attaches (going N to the museum) and then dead-ending at Highway 12 is a waste of \$\$, since there is nothing for it to connect to once it reaches the highway.

Segment E - Great access to future public swimming pool.

Segment E and S – Town Hall to Anasazi -This path would be a nice foot trail, is safe and aesthetic, as long as no pavement or concrete allowed. Fits General Plan goal 5. To encourage pride in the town's appearance and maintenance of our community; and provides access for Goal 7. To provide facilities for education, recreation, and cultural activities.

Segment F & G - Anasazi to Town Park – not aesthetic for Boulder.

Segment H – Hwy 12 Town Park to Burr Trail - I support this to utilize the UDOT grant, but do not support a concrete surface. See surface proposals below.

Opposed to Segment H because I am opposed to the town park pathway being changed from its current condition to an 8' wide concrete path.

Opposed to Segment H - There is already a gravel path through the park. Segment H is redundant.

Segment H - Gravel in Park. Pave around pavilion and for handicap parking spurs

Segment H - Happy with the gravel pathway from park to corner maintained as is. Attached note "Yay!"

Segment H - Keep as is gravel. Attached note: Agree with this and Ditto!

Segment H - Paved + for ADA

Segment H - No to Concrete Terminal Path not good.

Segment H- Why end the path before the lodge and grill? Business could benefit from increased exposure (but now Hells Backbone is reservation only...too elite for our small town environment. They are expensive but want free parking. They are required by law to provide their own parking ...1 parking space for every 3 customers. And they just expanded capacity. They use the hwy 12 on the curve which is dangerous and should be addressed.)

OK with Segments I & J We need state money for planning, installing, and maintenance of a bike/ped path along highway 12, and it seems like this could be part of that. This is a longer-term segment that needs to be addressed. Hwy 12 is a scenic byway and will only get more traffic. A well-designed pedestrian/bikeway with attractive, physical barriers/protection/underground tunnel to cross highway (?) for walkers and riders in our town core could even help slow traffic as it barrels through town. That's just an idea.....however unlikely :-)

Opposed to Segment I - Don't think crossing hwy 12 is a good idea.

Segment I - No to concrete. The path should not go in front of the lodge.

Segment I - A straight line path is not functional. A loop would be used and be way more fun.

Segment I – Alternative Town Park to Burr Trail - not aesthetic for Boulder or safe along Hwy 12.

Segment J – Burr Trail to Hills and Hollows - not aesthetic for Boulder or safe along Hwy 12.

Segment J - This is a great part of a future plan.

Segment J - Sounds fine if it is gravel, NOT concrete.

Segment J - Having a pathway all the way from H&H to the State Museum would tie whole town together.

Segment K gets considerable foot traffic, especially from Lodge guests, often with children or dogs. A pathway here would be an excellent safety step.

Segment K & L – Burr Trail to Church- - not aesthetic for Boulder or safe along narrow road and blind spots.

Segment K & L – Sounds fine if gravel NOT concrete.

Segment K & L – Gravel

Segment M – Lower Boulder – This proposed path is perhaps the most unsafe proposal of all. This road is currently a hazard due to the increased traffic from development. In addition, the properties on Lower Boulder Road are private and it is a dead end. This proposed path would be incredibly invasive to those who live in Lower Boulder.

Segment M – No. Thank you.

Segment M – All we need is maintenance.

Segment O – Anasazi to BOSS – doesn't make sense, not needed

Segment P – Boss to King Estates – doesn't make sense, not needed

Segment P – Path along HWY 12 needs to be a complete plan that may be completed in sections

Segment P – There are a few spots that the shoulder has started to crumble. Scary when cars are coming up behind and it gets rocky.

Segment P – Pursue connecting to 'Longneck Mesa Trail. (I know it's a can of worms but...)

Segment P – Add sign for section from Boulder King Estates to school indicate bikes on their way to school as a stopgap

Segment P – Significant population in King Estates with frequent trips to town center & school

Segment P – I put a green dot to support the full length of segments P, Q, O to provide a bike lane all the way from Boulder King Estates to town for Kids!

Segment P – Green Pathway for kids Boulder King Estates to school

Segment Q – King Estates to Garkane – doesn't make sense, not needed

Segment R - Please no path in front of businesses and crossing the driveways. Please do not block these businesses!

Segment R - We need better access along this road

Segment R - Some confusion on this.

Opposed to Segment R - parallels the existing park path and is redundant.

Segment R1/R2 - 300 N to Burr Trail – not aesthetic for Boulder or safe along Hwy 12.

Segment S - Unclear how much public support because it was displayed with Segment E (Troy)

Comments about Path Surface Materials

We are in favor of non-motorized pathways being developed in Boulder if the community has some control over their location, design and construction.

Asphalt paving for smooth surface and long-term maintenance. The argument about there being no asphalt batch plants near Boulder is a spurious argument. There are no concrete batch plants near Boulder. By the time Redi-Mix concrete reaches Boulder, it is of dubious quality. The long-term durability of both asphalt paving and concrete paving are highly dependent on the subgrade preparation and compaction, the design mix, and quality control & testing at the batch plant and at the jobsite. Asphalt is more forgiving to subgrade movement, expansion & contraction and growth of tree roots than concrete paving. Any Request for proposals should include bid options for either asphalt or concrete. That will settle the argument that one is more expensive than the other. The asphalt mix for the resurfacing of Highway 12 over Boulder Mountain was trucked all the way from Loa.

That said, quality control and subgrade preparation is just as important for asphalt paving as it is for concrete paving. The first Red Rock State Park to Bryce Canyon bicycle pathway failed in sections. Those sections were repaved, and the pathway is holding up well now. Concrete paving is subject to buckling under expansion and cracking due to movement. It can also suffer shrinkage cracking if not properly cured after placement. It needs properly designed and installed expansion and control joints to control buckling & cracking.

UDOT Grant: Only if Boulder Town has control over the location, materials and methods used to construct the pathway. Specifically the design & specifications (where quality control starts), then the subgrade preparation, and quality control & testing during construction. This is because we will be on the hook for long term maintenance & repairs if we accept this grant. That said, if Boulder Town wants to take advantage of these funds for sections of pathway not inside the UDOT right of way, this would be a source of funding to get these sections built.

The following surface proposals would fit with the General Plan Vision: (1) to preserve the ranching, small-scale agricultural, wilderness lifestyle of the place in keeping with the rural/frontier spirit of Boulder; (2) to protect the open space, clean air, clean water, dark skies, and quiet country-style atmosphere that currently exists; and General Plan Goals: 1. To preserve Boulder's rural agricultural atmosphere and cultural resources. 3. To preserve the natural beauty, open space, clean air and water and quiet atmosphere.

Chip Seal on shoulder of Asphalt Road

Gravel Path on Shoulder of Asphalt Road

Accessible Compacted Crushed-Rock Path 3-5'

Compacted Gravel Path with Binder

Gravel Path 3-7' wide

Mowed Lawn Path Winding Through Park

Dirt Path

The following surfaces do not meet the General Plan Vision and Goals listed above. They are not appropriate for our rural area:

Separate, All-user, Paved Path, 8'-wide Asphalt

Separate, All-user, Paved Path, 8'-wide Concrete

3-8' Sidewalk

Roadside Asphalt Path along Asphalt Road

We feel strongly that Boulder does not need a concrete walkway as lined out in the proposal(s). The existing gravel walk way seems to be very appropriate and sufficient for Boulder and its rural setting.

I prefer only the "crushed rock" and "gravel with binder" surfaces. I absolutely oppose concrete or asphalt.

I find myself leaning towards grass, dirt, and gravel, but I see those aren't ADA accessible and I think that is part of the point of this project. I guess Accessible compacted crushed rock path 3-5'.

Asphalt would be preferred, but compacted gravel would also be acceptable if it were truly firm (too often gravel isn't sufficiently compacted and discourages bicycles).

I am not in favor of adding paved paths, only cinder/gravel ones. The gravel or cinder surface is sufficient, and allows for water to still infiltrate. It is friendly to walkers, cyclists, and animals. It encourages slower speeds, looks better, and allows horses to use it. Pavement is slippery and dangerous for shod horses, and hotter on dog's paws. I would be in favor of any grants that allowed non-paved paths.

I think the best options are accessible compacted crushed rock and compacted gravel with binder, but I would not be opposed to any of the options.

8 surface types listed on site — Top Choice: Compacted Gravel Path with Binder, Second Choice: Accessible Compacted Crushed-Rock Path (ADA accessible important)

Asphalt may be best for the long run routes, such as a north to south path from town boundary to town boundary. This may be more feasible given the length of the run if all sections of this are within one project, given the expense of the batch plant. Central Business District paths may be more ideally made from concrete, which, as has been indicated, will be more cost effective for shorter run projects.

Compacted Gravel Path with Binder

Gravel, chip seal or, concrete in town core only.

8 surface types listed on site — Top Choice: Compacted Gravel Path with Binder, Second Choice: Accessible Compacted Crushed-Rock Path (ADA accessible important)

Comments about specific UDOT Alternatives –

In favor of Alternative 1 This alternative seems to give the most “bang for the buck,” since this is the Central Business District of town that seems to have the most pedestrian traffic.

OK with Alternative 3 - This alternative provides a safer north south non-motorized traffic route, which is the most feasible for long-term planning of a continuous route through town, from town boundary to town boundary. It is also likely to be part of a future project that has been suggested that UDOT may complete to connect the small towns of Southern Utah with a non motorized travel way.

Alternative 4 is Last Choice - This alternative is similar to alternative 3, however it seems to convolute things a bit. It ends a location that is empty of traffic needs, though it may be useful for future expansion. However, crossing Hwy 12 in the middle of a long stretch seems less safe than having the non-motorized route cross at a more significant intersection. Ultimately, the Path should be on the side of the road that has the most locations to which a person would want to walk, which in Boulder is the east side of the north south section of highway 12.

Comments regarding the UDOT grant

I think the grant needs to be postponed.

As noted earlier, the matching funds, and our administrative time and human resources, would be better spent on more pressing needs - in general, paths, especially expensive hardscaped paths, have little benefit to existing Boulder residents versus the status quo.

Rather than the UDOT grant explore the Utah trail network and safe routes funding for 100% funding.

Explore Utah Trail Network and Saferoutes for 100% funding and maintenance.

“Do nothing” that is decline the grant due to better uses for the matching is an alternative that should have been listed.