

Erin Nelson

From: Mary Gillam <gillam@rmi.net>
Sent: Saturday, May 20, 2023 10:49 PM
To: Molly Schmidt
Cc: Office
Subject: Comment on proposed ATA map - addendum

Also, the route shown on the maps for the 'multi use path' (part of the Bluff River Trail and unauthorized Hook connection) in west Bluff is drawn incorrectly. As drawn, the route incorrectly cuts off the southwest corner of the Burns property. Also, a longer portion of the route is drawn along a light-toned area of excavation and artificial fill instead of along the west edge of the BLM parcel that lies slightly east of that area.

Mary Gillam

From: Mary Gillam <gillam@rmi.net>
Sent: Saturday, May 20, 2023 10:33 PM
To: 'Molly Schmidt' <MollyATA@townofbluff.org>
Cc: 'office@townofbluff.org' <office@townofbluff.org>
Subject: Comment on proposed ATA map

Dear Molly,

I appreciate the work that the Active Transportation Advisory Committee has put into developing the proposed Active Transportation Plan. Commendably, you've tried to accommodate various types and lengths of trails as shown on your Maps 1 and 2.

However it's unfortunate that the plan includes an existing, short trail connection that leads almost directly southward from the South 6th West alley along an edge of a Hook parcel to the Bluff River Trail. That connection was never authorized by the Bluff City Historical Preservation Association, which is responsible for the Bluff River Trail. Residents in the area, who had no voice whatsoever in the selection and construction of that unauthorized connection, have strongly opposed it because of frequent, highly disturbing impacts such as noise, unleashed dogs, and trash. Those neighbors previously proposed a slightly different, compromise route through the same Hook parcel that would have distributed the trail's impacts somewhat more equitably. Several months ago, BCHPA voted to reject the existing, unauthorized trail connection through this Hook parcel as unsuitable. I understand that BCHPA was willing to wait years, if necessary, to find a trail connection at a more suitable, perhaps commercial location in west Bluff. Now, with some present and past members of BCHPA or its Bluff River Trail Committee serving on the ATAC, including Luanne Hook, it appears that ATAC would like to have the existing connection across the Hook parcel adopted permanently.

A fundamental question is who gets to decide when new impacts will be focused on one neighborhood, and particularly on one family (the Burnses). This is more appropriately a question for the Town Council (which represents all residents) than for either BCHPA or ATAC. However I strongly urge the Town Council not to approve the South 6th West connection at its present location across the Hook parcel as part of the proposed trail network. If ATAC needs the Town Council to approve its map in June so ATAC can apply for grants, I suggest that ATAC first remove the existing South 6th West alley connection from the map. Otherwise, the map is going to be controversial.

Will ATAC provide a written description of the trail types shown on the map and an explanation of why these routes were selected? I just scanned roughly the last 6-9 months of ATAC minutes that are posted on the town website. The minutes list names, tasks, deadlines, events and issues but they don't give any information at all about the reasoning and decisions that led to this map. Can that information be found elsewhere?

For example, parts of the Bluff River Trail (apparently renamed here as the San Juan River Trail) are shown on the maps not as parts of that trail but as 'multi use paths.' What is the difference? The Bluff River Trail has special legal standing because of the private easements and BLM MOUs covering its route (meaning the parts authorized by BCHPA). I think it's important to distinguish trail segments with that legal status, in addition to their proposed use.

Also, must the Five Point Trail be approved by the Navajo Nation before the Town Council can vote whether to adopt the map?

If possible, please direct me to more information about the trail plan.

Thank you,
Mary Gillam