

Hello, Darrel,

Thank you (and thanks to Emily and Diana) for serving on the AMATS Bike Ped Advisory Committee (BPAC).

The agenda for your December meeting does not list an information briefing on the draft TIP 2023-2026 Amendment, which was released November 28 for public comment, with comments due by January 13. [draft Amendment 1 for the TIP 2023-2026](#)
[Staff summary of proposed changes](#)

Could you please add the draft TIP Amendment on your BPAC agenda. Could you discuss submitting comments to AMATS Policy Committee on the following items:

Table 3, Non-motorized. Project NMO0008 Areawide Pathway and Trails Pavement replacement.

The pavement replacement program will be sharply decreased in order to fund new trails. In 2023, pavement repair funding will be reduced by 65%, from \$1.745M (million) to \$600K; in 2025, the reduction is 50%, from \$3M to \$1.5M; and in 2026, by 44%, from \$5.3 to \$3M.

I hope the BPAC committee will inquire what specific trails will remain in disrepair, and let the public know, so that the public can give public comments on this budget trade-off.

I hope the BPAC committee will discuss the trade-offs between repairing degraded trails and accelerating the expensive new trail connections, and make comments that reflect your constituents' best interests.

The same reallocation of the Pavement Repair fund is proposed for the Roadway budget, in Table 2, but not as dramatic as the raiding of the trail repair fund.

Table 4, Plans and Studies, new project for A/C Streets

It is exciting to see new funding, in 2023, for the A/C Street Corridor.

However, it would be great to commit to this Study as a Complete Street Plan, not just a corridor study.

Both A and C are bordered by residential and commercial land that will gain in economic value and public safety if these become complete streets. I hope the BPAC will consider making this recommendation.

Table 4, Plans and Studies, Non-motorized Mapping Inventory (PLN00019)

Please comment to AMATS PC and the Assembly in support of complete mapping of undeveloped easements and ROW that may serve as non-motorized connections.

AMATS staff have proposed to NOT map these non-motorized connections when they do their Non-motorized inventory (PLN00019). This would effectively reverse the vote of the Policy Committee and the Assembly, who have voted to perform this mapping.

AMATS staff has talked with Muni ROW staff, but have declined to talk with the public to find out the impediments to 'discovering' these hidden easements and ROW.

Staff has also written to my Community Council (Rabbit Creek) that it does not know how AMATS would use this mapped information. AMATS is about to start a Recreational Trails Plan Update (PLN00018). This Plan will determine links from neighborhoods to primary trails and community destinations. Clearly, this pending AMATS trail planning effort should have complete maps of existing legal non-motorized connections, maps that are easily understood by the public and planners.

Muni ROW staff has apparently told AMATS staff "we know where the easements are". However, many Muni staff and AMATS staff do not know, and this means existing easements may be built over, and missing links may never be acquired during platting or roadway development. Muni ROW also apparently said that "ROW must be surveyed before they can be shown on planning maps". However, this appears totally unfounded, since undeveloped ROW are shown on lots of planning maps.

The latest issues of easement and ROW mapping were raised at the mid-November AMATS meetings. However, AMATS staff has not clearly diagnosed and presented the mapping issues. It appears to me that the Committees do not understand the loss of both existing and potential connectivity posed by incomplete maps.

The public is harmed because the AMATS TIP amendment #1 is now out for public review with the inaccurate declaration that mapping of undeveloped easements is "done". I sent examples to Aaron Jongelen to show that, in fact, non-motorized easement maps are still not complete, nor are they consolidated and easily located and readable to the staff or the public. The map inventory is not "done". In addition, the TIP Amendment is based on the unverified statement that all ROW must be surveyed before they can be shown on planning maps. The TAC heard that hearsay as well: and it has not been substantiated by any citation of code; nor is it the practice on other Municipal planning maps.

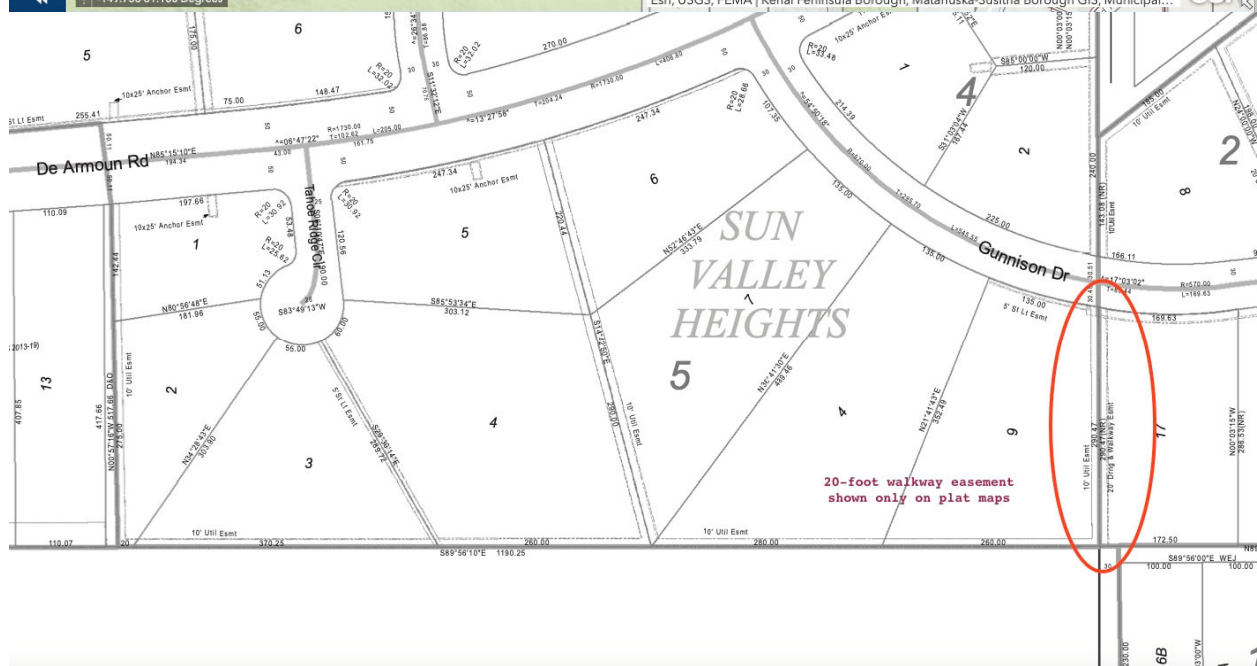
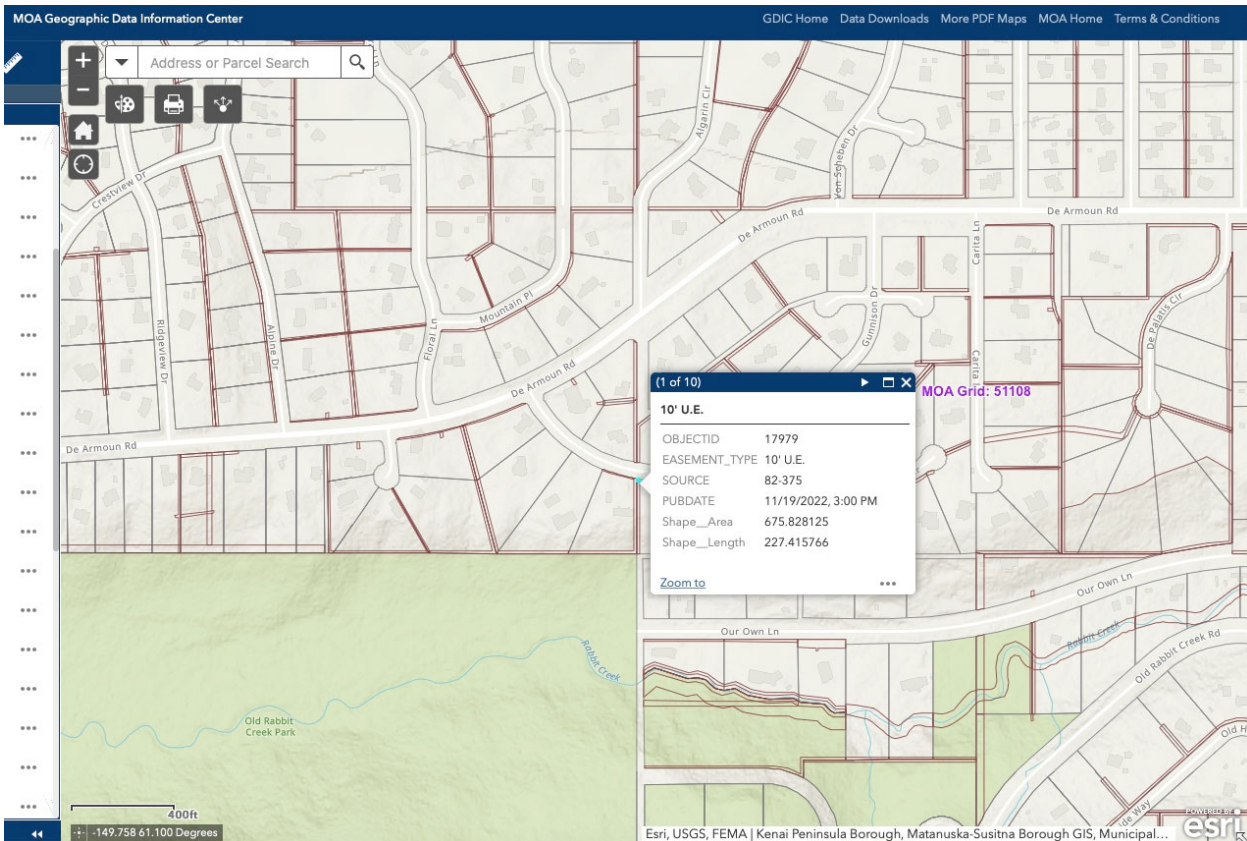
I'll attach the map examples here that I've already sent to AMATS to illustrate the problem.

I'm sending these comments to you directly, because of the confusion last summer when I sent comments indirectly via AMATS staff. I'll cc Aaron tomorrow.

If you decide to appoint a sub-committee or point-person to advocate for complete and mapping, as approved by the Assembly and the Policy Committee, I would be happy to share more details about the impediments posed by the lack of complete and accessible maps for both planning and for protecting existing legal connections.

Thank you for your interest. I plan to sign on to the BPAC Meeting. It is unclear from the website if the date is December 6 (the calendar) or December 5 (the agenda). I'll ask Christine to clarify that.

Nancy Pease



POTTER LANDS PHASE 2

This part of easement IS shown on citywide easement map

VILLAGES WEST

Trail easement not shown on citywide easement map

this part of the trail easement ends on a private driveway and the MOA needs to link in future permitting or platting actions

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