

ATAC Meeting, June 26nd, 2024

CALL TO ORDER: The meeting was called to order by Steve Bradley at 5:30 PM

Roll Call:

District 1 Sean Zweifler
District 2 Absent
District 3 Julie Congi
District 4 Vacant
District 5 Gabriel Lozano
District 6 absent
District 7 Edna Pedroza
Mayoral Paul Marquez
Mayoral Vacant

Quorum Met

STAFF

Jill Gormley, Andreina Aguilar

APPROVAL OF AGENDA

On motion to approve the agenda as is by Gabriel Lozano, 2nd Paul Marquez, The agenda was approved with a unanimous vote.

APPROVAL OF MINUTES

On motion approve the minutes Gabriel Lozano by , 2nd Steven Bradley, Minutes were approved were approved with unanimous vote,

Why does the Active Transportation Advisory Committee need a logo? Steven Bradley(Reading statement), **Laura Grimes** (Asking question?), One more question, this one may actually need to be for the people of the committee, but I won't be able to attend the next meeting. "Why does ATAC need a logo when anything that they have the ATAC logo happens to be a City of Fresno logo, or things that have the ATAC Logo, but not the city of Fresno. Logo seems like the way the city of Fresno gets to distance themselves from bike initiatives similar to other bodies of cities that have a logo. Our previous logo did have the Fresno thing. This new logo doesn't. Mostly it's to just add identification along with whatever we do to support certain things, Like cities where city parks so that they show the Park committee is actually supporting and informing that information. So they know that we are actually part of what is happening. What's the word I'm looking for? Where the function is from the ride where it is. So they know the BPAC area. Excuse me, ATAC is also involved in production of that and supporting that. **Gabriel Lozano**, I guess what you're trying to say is, the city is being represented but just specifically through the active Transportation Advisory Committee. **Steven Bradley**, Yes

UNSCHEDULED COMMUNICATION/PUBLIC COMMENT: "Members of the public

have 3 minutes each to speak on what they want to comment on that is not on the Agenda.”

PRESENTATIONS -

California E-Bike Incentive Project - Laura Gromis - Hi! Everybody! Andrea, yeah, thank you so much for sharing the presentation. So I'm excited to share a little bit about the California E-bike incentive project that is starting this year. This initiative is led by an organization called Peddler out of San Diego. The funding comes from resources for an organization, the USB Central California, we are an outreach pro partner. Incentive in the present region. All right. So here, in a little bit overview of what we're talking about. So Carb has approved e-bike incentives for the State of California. There are 3 big goals. One is, it's supposed to help people replace car trips with e-bike trips. Second, it's supposed to increase access and affordability of e-bikes, and then, of course, reduce greenhouse gas emissions by lowering barriers to E-bike ownership. The E-bike incentives are targeted at low income Californians, tribal members and members of communities that have historically not been benefiting from para-bled programs. So that's like working with a lot of outreach partners all across the State to reach marginalized communities. Here's an overview over the eligibility. So 1st of all, to receive the incentive, you have to be a California resident. You have to be 18 years or older, and you cannot make more than 300% off the Federal poverty limit. There is you. You get a priority voucher, a voucher up to \$2,000. If you fall under 225 of the Federal poverty limit, and there's a voucher available for \$1,750. If you fall under the 300 of the Federal poverty limit.

ELIGIBILITY



California Resident



18 years and older



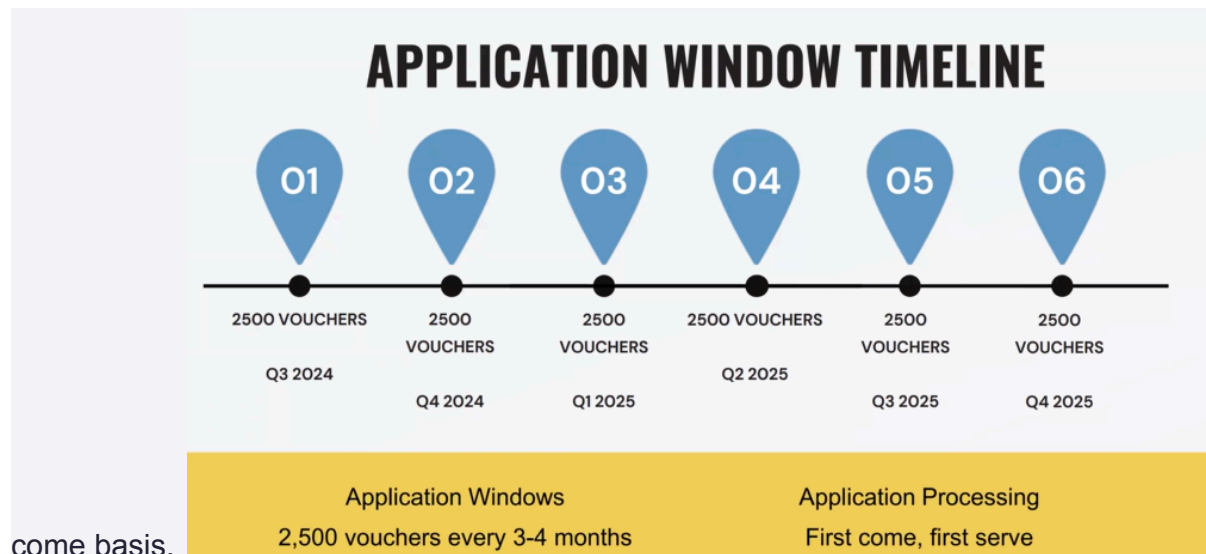
Household Income Limit*

Annual Household Income Limit* A household is an economic unit that includes the applicant plus any spouse, registered domestic partner (RDP), dependents, & guardians of the applicant

Household Size	\$2000 Voucher for Priority Applicants (Max. 225% FPL)	\$1750 Voucher for Maximum 300% FPL
1	\$33,885	\$45,180
2	\$45,990	\$61,320
3	\$58,095	\$77,460
4	\$70,200	\$93,600
5	\$82,305	\$109,740
6	\$94,410	\$125,880
7	\$106,515	\$142,020
8	\$118,620	\$158,160

So that means, the 225 of the Federal poverty limit. If you are in a household of one that's 33,885 dollars for 2, 45,000 \$990,000, 358,095 dollars for 70,200 and so on. You see all

the overview here over the income limits. So for people that fall under those guidelines. they can qualify to receive one of those vouchers. So as I said, the maximum voucher amount is \$2,000 and actually, even for \$1,750. They are e-bikes that are below this cost. So in effect, you people can. Perfect, and an E-bike, that is pretty much for free if they choose an e-bike that is not quite as expensive. So this incentive is really amazing, really amazing opportunities for people to get an e-bike for either low to no cost for them. So the application is a little bit complicated, because I really try to make it equitable. And they feel that if there is, if you can all, if everybody can. Apply for all the vouchers that are available at the same time. That there is gonna be an unfair distribution. So the plan is to have 6 different application windows before December the 20th December 2025 and so they open every couple of months. The 1st window is supposed to open probably in August as we were told but it's not 100% clear when exactly that's gonna happen. So the way this is supposed to work is that you sign up with an outreach organization like USB-c. I know the Central California asthma coalition out of Fresno is also one of the outreach partners, and then there's various other outreach partners around the State, and we are supposed to tell you guys, when those application windows are opening. TARP and PEDAL, ahead, are still working on the details of the program but for now this is the plan. That there's gonna be all these different application windows. The goal is that they're gonna be opening up online. That you have to have all your paperwork ready, so that when those windows open you can get your application in as fast as possible. And then they will be granted on a 1st servest



So here, here you have an overview over the documents that are needed. So you need either a California driver's license, a California id or AB. 60, which none of them can expire. If the name or address do not match the Id. You have to provide a

secondary proof.

PRE-APPLICATION PROCESS

01 PRE-REGISTER WITH AN ONLINE ACCOUNT

- Pre-register at ebikeincentives.org for an account.
- Use CBO Code if provided.
- Save your login and password for quick access on application day.

Pre-registration not currently available

02 PREPARE YOUR DOCUMENTS FOR UPLOAD

- CA Driver's License, CA ID, or AB60 (must not be expired)
- If name or address do not match ID, provide secondary proof.
- Proof of Income for all household members: Tax Form 1040, W-2, Pay Stubs, Benefits/Award letter (SSI, VA, Public Assistance, Welfare, Alimony...)



03 VIEW ONLINE TRAINING VIDEOS

- https://www.youtube.com/watch?v=CqI_9Suf7oT8
- <https://www.youtube.com/watch?v=8hoNTZ7KJl8>



01:05:45



Then you need proof of income for all household members. So it's a tax form 1040 W2 pay stubs or benefits award letter for social security veterans, assistant public assistance welfare alimonies. Anybody that wants to get the voucher has to view an online training able to see that. You're welcome to sign up with us. Then we will share all this information

with you so that you're prepared for when these application windows are opening.

APPLICATION PROCESS

01 APPLY ONLINE WHEN APPLICATIONS OPEN

- Vouchers are limited, so apply early--ideally on the morning applications open.
- If you pre-registered, use your saved login and password.

02 COMPLETE THE APPLICATION

- Answer questions about your basic information and bike usage
- Upload Valid ID and proof of income
- View training videos, if you have not already

03 CHECK EMAIL REGULARLY FOR UPDATES

- Check email for possible requests for additional information.
- If a request for more information is received, please reply within two weeks to keep your place in line.
- Approval of vouchers may take up to 60 days.



So when the application windows are open, you have to apply online. The vouchers are limited. As you saw earlier, there's gonna be 2,500 vouchers per application window. So it's really important that people apply early ideally in the morning when the applications open. Currently, there's no pre-registration. But at some point there's supposed to be a pre registration where you can then use your safe login and passport password and then, when you apply, you have to complete the application, and Tell them that you view the training video and then you'll have to check your email regularly for any updates about the program.

If you received this voucher

VOUCHER REDEMPTION

- 01 RECEIVE YOUR VOUCHER BY EMAIL**
 - Get your approved voucher by email & redeem in 45 days
 - You can request to extend your voucher once by +45 days
- 02 VISIT AN APPROVED RETAILER TO GET YOUR E-BIKE**
 - Visit ebikeincentives.org to search approved retailer map
 - Bring voucher and ID to approved retailer for your new E-Bike
 - Voucher must be redeemed in one purchase. May include e-bike, shipping, assembly, and related accessories.
 - Online retailer options coming soon...
- 03 COMPLETE SURVEYS**
 - Please complete 2 follow up surveys sent by email.
 - Voluntary participation in transportation research by UC Davis

Once you have applied for the voucher, and when you approve you will receive the voucher per email, and you can use that voucher within 45 days. There is one application extension possible for an additional 45 days. So there's a maximum of 90 days that you have on ebikeincentives.org you find all the information about the program, including information about the approved retailer that can use those vouchers for an e-bike. Once you've received that voucher you can go to one of the approved retailers with your voucher and ID to purchase the new e-bike. It cannot be distributed. It has to all be redeemed in one purchase, so you cannot go to one store for buying the e-bike, and then another store to buy a basket, and I go over like all the accessories that qualify. So they all have to be purchased at one retailer location. They're also planning to have some online retailers. But at the moment it's just brick and mortar stores that can use those vouchers. Then there will


be some follow-up surveys that also have to be approved that you also have to approve.

EBIKES & ACCESSORIES

Eligible E-Bikes	Eligible add-ons
<ul style="list-style-type: none">• Must be NEW• Must be CLASS 1, 2, or 3 with MOTOR of less than or equal to 750 WATTS• Must have OPERABLE PEDALS• Must have INTEGRATED front LIGHTS• Must have a minimum ONE-YEAR WARRANTY on all electrical components• Must be FULLY ASSEMBLED• Must have a UL or EN CERTIFIED BATTERY	<ul style="list-style-type: none">• Eligible add-ons:• Helmets• Bike lock• Racks• Fenders• Mirrors• Baskets• Reflective clothing• Assembly• Sales tax• Delivery fees

The e-bikes, and all the retailers are going to be familiar with. What falls under the eligible e-bikes and the eligible add-ons. So it must be a new bike. It must be class 1, 2, or 3 with a motor of less or equal to 750 watts. It must have operable pedals. It must have integrated front lights, and it has to have a minimum of a 1 year warranty on all the electrical components, it must be fully assembled. And then it has to have your certified battery just to ensure that the safety is that the battery is safe. There's eligible add-ons that also can be purchased with the voucher that includes helmets, bike locks, racks, fenders, mirrors, baskets, like clothing, the assembly, the sales tax, and any delivery fees.

APPROVED RETAILERS



RETAILERS IN THE FRESNO AREA:

- REI
- Rubber Soul
- Trek Fresno North
- Steven's Bicycles
- Trek Fresno Sunnyside

Coming Soon . . .

ONLINE RETAILERS

<https://ebikeincentives.org/approved-retailer-map/>

For participants who do not have access to local retailers, E-Bike vouchers may be redeemed online. Because e-bikes must be delivered fully assembled, a mobile bike service or delivery option will be required and arranged with online retailers. Not all retailers can deliver assembled bikes statewide. Online retailers must be contacted via their dedicated email address to arrange for purchase, delivery, and assembly. Online retailers will not have voucher redemption built directly into their website. A phone call or email will be required to arrange for purchase, delivery, and assembly.

In Fresno, in the Fresno area, approved retailers include Rei rubber soul trek North Fresno Stevens, bicycle and trek Fresno sunny side. There is an overview over all the retailers that are approved on E-bike and centers.org slash, approved retailer map. So you can see all the retailers across the State that are approved. If you're a bike store, I think they still have the retailer application open as well, so more retailers can be part of this. We've talked to some of the retailers in our area already. There's gonna be communication between the program and the retailers. On how many of these incentives are approved in different regions, so that they can be kind of a little bit prepared to have a little bit of an idea. Of how many customers they could expect? Just so they can be ready. I've talked to some of the retailers that were wondering, you know, like, how, if we don't have all the bikes you know how that's gonna work. So let's say, if you wanna because I talked to REI, I'm gonna take them as an example. That doesn't mean that it only works with REI with all these retailers. But if you want to buy an e-bike, and REI doesn't have the e-bike that you want, and you buy it on their website you would have. They cannot order it for you but you have to buy it on the website for them to receive it. The only thing is that at that point you have to pay online to buy the bike and then cancel the order once the bike is delivered, and then you can use the incentive voucher at REI to pay for the E-bike. We are aware that this creates a little bit of an inequity. If people don't have a credit card. That's just yeah. One of the kinks in the system that needs to be worked out and just has to do with how they receive the E-Bikes. It might be different at other stores. Maybe Edna can share how it would work at Rubber Soul. Generally yeah, the goal is that it's open as much as possible for people that have lower financial needs come first. T there, there's some, you know, details in the

**GET ON OUR LIST TO RECEIVE INFORMATION ABOUT
UPCOMING APPLICATION WINDOWS and
APPLICATION SUPPORT**



system.

So here's a QR code to get on a list to receive information from us about the program and all the upcoming application windows and also receive application support. So you can scan the QR code and you get So here's a QR code to get on a list to receive information from us about the program and all the upcoming application windows and also receive application support. So you can scan the QR code and you get directly directed to this list, and you can sign up. You can also send me an email to let me know that you're interested in receiving more information about the program. We ask everybody that wants to get on the list to kind of check if they fall under the income guidelines to ensure, you know that they can actually qualify for this voucher. So feel free to scan us or write an email directly@lgomasatcc.org dot. Alright that that was it. Thank you so much. And yeah, happy to answer any questions. And yeah, as I said, you know, feel free to reach out to me via email as well. **Steven**. Do we have any questions from the committee? **Gabriel**, Yeah, I have questions. So, Laura, is this a statewide program? **Laura**, Yes, It is a statewide program. **Gabriel**, So there's a lot of people in California. So I saw 6 times they're going to do this. So that's 2,500 bikes each opening. That's 15,000 bikes, right? **Laura**, yes **Gabriel**, So it's kind of like a lottery system. So I guess when they say, put them in early tonight I've been there. I've done other stuff like the playstation, and it's almost comical. Well, I would think they put autobots to get in there. You know what I mean trying to get. But yeah, I just hope I get one because I'm gonna apply. But thank you. Thank you so much. I appreciate it. I've been brought down back to Earth with expectations, but it's a nice gesture, and I appreciate what you're doing. **Laura**, Thank you. Thank you. Yeah, absolutely. And you're right. It's a little bit difficult. They they don't have. You know the funds for hundreds of thousands of bikes. And as I said, you know, the goal is to make it equitable. But yeah, Gabe, send me an email. So we get you on the list, and we make sure, you know, to communicate as good as we can, so that we help everybody that signs up with us hopefully to get this voucher. The important thing is, you know, that you have all your paperwork ready for those application windows that are gonna open at some point, and you know they are. They're still going through the kings of the system. Pedal Ahead to work with Carp on finalizing those details, and as I understand, they are still working on some of them. But the important thing is, you know, to be ready for those application windows, and we try our best to share the information with everybody. **Paul**, Okay, all right, thanks, Laura, for the presentation. Really, the program, I think, is a great start. I was getting the word out to be equitable, because you know that in itself may be folks who are in certain parts of the town who are frequent. You know some of the bike shops get to know about the program. But how is the word getting out on this content? **Laura**, Yeah, we've already attended a couple

of community events. Then we were told to stop again to do the direct community outreach because you know, they still don't know when those application windows are opening. So currently we're a little bit on. Hold on our direct community outreach. But the plan is to attend a lot of community events in the more disadvantaged part of the city. To let people know about it and some of you that I work with more frequently through my organization know that I work with a lot of students and use. And so they are all very excited, because when they're over 18, you know, they can qualify. So we look to reach disadvantaged communities. But also we look to reach a lot of students because a lot of students are disadvantaged in our communities. A lot of students don't have a lot of money. So for them, it would mean to get a mode of transportation. That's community events and disadvantaged communities. And then community events at local colleges and universities. That's kind of like the target audience that we're looking to reach. **Paul**, Okay sounds like a good strategy.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=5a8180af-3aba-4fb6-afc6-6b98794f7387.pdf>

TASK FORCE REPORTS

Budget Task Force - Tabled to the next meeting

BI-Annual Report Task Force Steven, Do you know when the Biannual task force is due the Biannual task force? **Jill**, So we just finished that. Well, we finished it, and we're hoping to get it at a June council meeting. But it got pushed to July 25th, the July 25th meeting. **Steven**, Okay, so it's completed, it just needs to be done. **Jill**, It's done. It just needs to go to council. And then just a reminder there will be another one coming up at the end of October, and we'll need a volunteer to do that. Sean did this one Sean because nobody volunteered to do it, so he stepped up and did it. **Steven**, we want to do the next one, which will be due in October. **Jill**, We don't need an answer today, but be thinking about that. That's part of the duties of the group. **Steven**, So we'll keep it in mind. We'll try to make sure we get that discussed next meeting other than that sounds like the last one done. We're just going to wait until she gets sent to City council, and, Jill, if you would let us know when it's going to be presented to City council. So hopefully, one of us can be there in case there's any questions. **Jill**, It's on the 25th July 25

MEMBER REPORTS AND COMMENTS

District 1 - Absent

District 2 - Absent

District 3 - Absent

District 4 - Vacant

District 5 - I walked 220 miles this month throughout District 5. I used all modes of transportation and promoted safety in those routes by advocating use of safety equipment and proper use of infrastructure. Asked the community what they thought of the bicycle lanes. I also turned in lots of FresGo needs while on those walks. In my opinion it is to the point that tickets should be given out because infrastructure is not being used correctly which makes it unsafe for everyone. Great job public works on the sixth street safe routes to school project, well done.

District 6 - The main thing is we are getting some more connections on the copper trail that then added on, there still no ramp for the curve, the straighter the curve. On the 10th energy at FresGo. There's 2 new signals that are out along Copper there, that will be a little safer to cross where you're on that bike trail. So I'm happy to see that stuff would like to signal that Copper and Willow are activated. Now, it's actually been working a long time. So that's actually working so that you could safely use that signal to get across to your bike lane which didn't connect right into the bike trip.

District 7 - Nothing to report.

Mayoral - I don't really have anything to report, you know, just it's riding trails a little earlier now because of the weather, but you know it's enjoyable, like as has been mentioned. There's sometimes that conflict with folks not paying attention to different modes, people, you know, jogging or walking with the headphones, bicyclists coming by, and you know not alerting that. Well, it's hard to alert folks who are walking or jogging with their earphones. You gotta be careful when we're doing that type of thing. letting the pedestrian know what's going on. And we're right there, or you know what side they're on. So you know, just those types of things. But you know, at the same time I don't really have much to be bored with, but we have a lot of the trails, and you know, most hard to tell.

Mayoral - Vacant

Active Transportation Advisory Committee Logo (Draft) Steven, who is doing the active transport Advisory Committee Logo? **Edna,** So I came up with the logo

and wanted to present it for Feedback. **Steven**, I'm kind of biased because I like your design. Your wife designed it. **Gabe**, I'm kind of slow, but it looks like a bike. a wheel. Also like the Mayan, the calendar. That's exactly who's the Mayan calendar? Yeah. And the only thing is, I don't have my glasses, but it's the letters around. It's a little thin, but other than that, it looks fine. It looks great. The fact it's a circle shape makes it easier to use in flyers with other logos. **Steven**, So are there any questions for the public regarding the proposed possible logo? **Matthew**, Only main question I would have is like, I noticed, towards the inside at the top. It's like saying, established in 1970, actually don't know for sure if a tech has been around that long, but also, maybe some of the fonts could feel a little bit hard for some people to read. I think I don't know. That's like a personal opinion other than that. **Steven**, So it made you a little bit larger font, or something that maybe stands out a little bit better, thicker, thicker. **Edna**, Do we have an established date for Atac? **Jill**, Nick's not here. Nick would know exactly the date and time. What date went to cancel. **Tony**, Okay, I would just like the figure to be more obvious. This kind of looks like Arabic script or something. Yeah, it would be more or less positive that I work.

Thank you very much. Maybe maybe make that bigger. **Jill**, It's still off to the side. I don't have my glasses on, so I have no idea what I can't do. Is that part of the logo, too? Or is that just? **Edna**, That's just my studio. **Edna**, any objections to the color palette. **Steven**, I would almost think maybe something a little brighter. So it stands out a little bit, more especially if it's on a white background next to the other. Because, you know, you got to see, Fresno local is a bright white. **Tony**, I would suggest something more kind of consistent with the city of Fresno color. What the colors that were used in the city logo would be kind of a playoff of that associated with the city. **Laura**, It's very hard to distinguish for the colorblind community and people like the blue and the green. So I would suggest using more distinct distinguishable colors for this and **on the font I also would love it if we can align that a little bit more with the city of Fresno. Logo.** Make sure that everything is a little bit more readable. Generally I really like the wheel. That's a great one. Just as Tony suggested, yeah, making the figures a little bit bigger would be great. So if Edna, it's a great job if you can try to align it a little bit more with the city of Fresno.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=39ce96e1-ff2d-4173-9e90-e00b65bf2e6c.pdf>

STAFF REPORTS

ATP and Vision Zero Update. **Andrea**, with public works here. There's not much of an update from last time. But we are working on that task force or committees for both

plans. A couple months ago we got direction on how members of this committee would be selected on serving on any type of committee ATP Laura will be serving. We would like to remind you that we also have the vision 0 task force, and if you'd like to volunteer for that, send your request over to Laura and then she would make the decision on that. Things to look out for here in the next couple of months are those public outreach events to attend and promote as well. You can do that and please make sure that you send out. **Steven**, You can install the members to see that we can help spread that word. Also, I know you're going to do that. But I guess, okay, are there any questions from the public regarding that timeline? **Laura**, Yeah, Hi, I had my hand up earlier. After the last section cause. I think We have to have public comments. And I wanted to share that I worked with my son's school now in the 3rd year, on a walk and bike to school event, and this year, for the 1st time they were open to do a walk and bike to school challenge. So for one full week all students were encouraged by the school administration to walk or bike to school. Monday was a little bit of, you know, not so many participated. But as the week went on, more and more kids participated, and on Friday we combined that with a bike rodeo in the morning on the school grounds, and I think we had about 70 bikes on campus that day. The kids were really excited. We had some great prizes throughout the week: water bottle bike helmet, and then at the end a bike voucher for 2 bike vouchers actually and the whole administration was really supportive. And there was a really great vibe around the whole event. It really has led to more and more people biking and walking to school, and what I was particularly excited about was that before the furthest we could meet somewhere, and then bike together or walk together to school. So this time everybody was really encouraged to start at home, to walk and bike. That was a big change, and I worked together with the health Department on this UCANR, and it was really the 1st time they were part of an event like that. So it was a really great success. And I really hope to be able to build on that and it's kind of a low hanging fruit working with my son's school, but there was a lot of interest in bringing that to other schools as well, and then I wanted to share a concern from District 2, something that I'm seeing more and more is people using golf carts to drive on bike lanes or on the road. I'm not sure exactly what rules are for golf cars apart from roads or bike lanes. I don't think it's allowed but, **Steven**, Which is almost up. There are certain housing developments here in the city where go-karts are allowed. Their special go-kart lanes are supposed to use the bike lanes. So it depends on the local ordinances in those specific areas. Now, the regular city streets, they have to be street legal and have to be able to do a certain amount of speed to be able to use the street. **Laura**, Okay, yeah, I would love to talk about this a little bit more, because in that part of town, it's becoming more and more frequent. You know, even at ice cream stores, you know. I've seen like little

13, or seemingly like 13 year olds come with a golf cart, and then a hard liquor. Drink in the middle, console.

Traffic Collision Report Jill - Collisions to date from 1, 1, 24 to 531, 24. There's a total of 1,601 collisions, 109 of those were pedestrian collisions and 57 of those were bicycled. That's quite a lot compared to last year. We're down on pedestrians. but we're almost ten on bicycles. Fatality numbers. So far this year we have 14 pedestrians and 4 bicycles. Not great, not terribly better, not terribly worse. **Gabe**, I don't know how to gauge those numbers. Because, yeah, it's so good, because the increase may be because we're doubling the use of bikes. So it's actually an improvement, right? **Steven**, Right **Gabe**, so how do you quantify the numbers as a moving total so you have statistics that are current and relevant? **Steven**, That's the thing is, it is hard to quantify, plus. This information does not include anything in the county islands throughout the city also. So we need to start working on it. Figure out a way to get some of those numbers from the sheriff. **Gabriel**, Eventually, I think you need to introduce the police with Fresno State, the cellular tracking program and the professor. **Steven**, So I saw in the news that the Fresno Pd. Did, in fact, do their special enforcement for pedestrians, cycles, all that sort of stuff. I noticed a rather high number of pedestrian and cyclic citations. So they usually choose a bunch of cars. Just one or 2, I think there was like, somewhere around 30, something plus citations were issued. So that's good in some ways, because, you know, we're holding everybody accountable, which, like we just talked about before, there are a lot of people. There's a big difference between pretty much people that ride bicycles versus cyclists. The cyclists are a little bit more professional, usually a little bit better about it. They are following the rules and regulations, whether people are just on bicycles. Sometimes we're just riding in the wrong lane, not paying attention. So we need to educate everybody about the proper use of those roads and hold everyone accountable.

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ATAC Work Plan - Did anybody take a chance to ask in general? Yes, in general, quite a few of them have closed out. We just adopted the budget last week. So we'll update this for next month. We'll take off the projects that are done, and as we get those new projects in, we will add those throughout the year. **Steven**, Does anyone in the committee have any specific things they had questions about. **Gabe**, Yeah, look, the council members have their own like what they're doing with the budgets and all that type of stuff. I talked about the tree canopy? So where I'm representing it's an older part of town, so it costs a little bit more money to go back to all these types of improvements. One of the things that the question is asked of bicyclists, more continuity of bike paths and bike lanes, and sidewalks. I see that it's a great point. Right now, man, we have a Bus Rapid Transit line which is nice. So from Cedar to first, the school district is doing the improvements, sidewalks and the lights. The city and the Housing Authority have an affordable housing project that's in between 7th and

8th Ventura. As you mentioned in previous meetings some infrastructure has been done for that area. Now the gaps in between; I would like to see something done to plant trees and widen the sidewalks. This corrects and promotes continuity and correcting the infrastructure that was done at different times. Sidewalks, bike lanes, lighting and other infrastructure would unify the theme. Planting trees and widen the sidewalks, for the gaps between the aforementioned projects would benefit the community. I would suggest the southside of Avenida Cesar Chaves, from Cedar to First. I remember, I got them, I'm going to muscle memory. There were 3 types of sidewalks from Peach to First, I believe 1st Avenue. So to start with, there, you know, I mean, it's not going to cover the whole corridor, but to expand those I mean. The BRT has done some of it. So there's gaps in between to expand the sidewalks to where they're uniformed. Kind of like what they're doing on Blackstone right now, you know from that street all the way to McKinley, but I think it would be nice, because it would be a safe route to school between canopy and that type of improvements along the corridor. It's going to have 3 high schools and about 12 elementary schools along it. There are kids walking and biking that is now gonna increase. According to that Fresno State survey, Southeast Fresno is increasing. District 5 is increasing so we need to be instinctive instead of reactive. **Steven**, I have one just general question. Do you know when the next segment of the midtown trip could be completed? **Jill**, which segment **Steven**, Any of the segments I know there's 2 segments that are completed. I know the one along the airport is completed, and then the one that comes from Manchester to the freeway is completed. But as you need the other. **Jill**, So the section from Manchester to 1st is still in design. **Steven**, Yes. Do we know when they're starting a section that connects from the section that's finished at the airport? **Go along next to the airport by the airport. Yeah.** **Andreina**, Blackstone, almost ate my whole right. No Millbrook to Clovis that one right there? It's in construction. It's currently in construction. **Steven**, Okay? Like, I said, I meant to send you a formal request update. But I forgot. Like, I said, I drove that recently through there, and I frescoed a pothole that was like, can you eat my whole bike? So it had pieces of furniture and clothing in the bottom of it. That's how big it was, all right. **Paul**, Being brought up. It's a question when you know, looking at proposals to increase sidewalk voids, and that that have to be part of a plan, or like the schools applying for, you know, a certain type of Grant type of approach to it. I mean, we could have a wish list of things that we want to see there, especially, you know, for pedestrians, making continuity of the facilities. What's the approach to get there? **Steven**, one approach I've done. When I've seen a certain section, I think I see a problem. I take pictures. I write stuff, and I submit that to public works, so they're at least aware of it, so that they can start looking for maybe monies or things where that fix might fall into, but it takes a long time. **Gabriel**, One of the things I like to see going forward is, I live right across the Fort Miller, so I always cross the street to walk on the school side, but I like for the sidewalks at least just 5 blocks across from the schools, to be the same width, or more than just 2 little squares that are across from the school. I think it would help with a lot of your kids getting hit because they use those sidelines because they can walk in a more spacious area. I would like a map of all the bike trails to promote the use of bikes. **Jill**, We have a map. You know. I think, Paul, to answer your

question. We do have plans. Some of them are more robust if you think of Blackstone and smart mobility strategy. Probably different than just our normal plan to have sidewalks everywhere, for example. And so when we review site plans, we are looking at what the code says for sidewalks for the widths. Certain quarters have wider requirements because of the uses that they support. If it's residential, it's narrower, correct. Yeah, for residential. That will have a park strip along with the sidewalk itself. But for commercials you typically have larger sidewalks. So the newer schools are conditioned with those wider sidewalks. and probably along Ventura. If you're seeing 3 different types, it's just the years that they develop different standards, requirements, plans, and all that. Good stuff. Yeah. But you know a wish list is never bad. You guys have. I guess that's a good plug. If you guys have something you see, want bike lanes, trails, sidewalks, crossings, you know. You can let us know at any time. You don't have to wait until you know. Here we're talking. We're starting to prepare the budget. There's something you want to see done. Let us know, and we can try to try to figure out a way to make it happen. I know Steven has brought up some stuff inside the Shepherd from Bryant. There's also a Maple from Copper up towards the fire station. It used to be County Island, and now it's not county anymore. So it's all inconsistent. Took pictures. Put that all together, and it's taken like 2 years. But now it's eventually made it on the work plan, something that they want to fix in the future. I don't know when it's going to happen, but at least now it's in the plan to eventually fix. And it's so things like that kind of stick with us like, Oh, hey! We've got this type of funding in front of us, and it's just for trails to say, oh, remember, we thought about this up here on Shepherd. So it kind of has to be brought up. Yeah, we don't know until you tell us if they can find a grant or something that fits that project, then they've got something already ready to go. Let's say, oh, this fits in this Grant, let's see if that can mean those types of things. Send it in. There's so many people. And I think also, we are updating ATP. So that's a good forum to bring up some projects. Ideas. Is there a gap on the map? Why is there a gap on the map? So that rather than just keeping a running list for yourself, and saying, You know you can come to the meetings and give ideas that way as well. **Gabriel**, Someone needs to know about this. It's right up by the portable housing with old smugglers. Dakota on the corner. Those sidewalks are beautiful, man. You got 15 feet. A kid was like, why are you getting so excited about this? I said. If you owe me, you know I don't go across the street getting hit. I get all the room I have here to walk and stuff. But thank you. Appreciate that. **Tony**, Oh, just to comment on the conversation. Dave asked about the bike map, and Joe mentioned this. There is a map up there, and I was just looking at the ATAC web page and the old 2018 focus bikeway map is on there. But I was wondering if we could substitute the length of the new map. **Jill**, We can make it available to the public. Tony, I had that. Oh, as far as the work plan public on that. Yeah, I had a question about the work plan. I noticed that there's a lot of activity on Behimre, between Maple and Grandville, a drop-coming project chicane of some sort. But I did not see it on the work plan. Did I miss it? **Jill**, it's not on the work plan. Yeah, no, it's not on this one. **Tony**, So yeah, by the time you think it's going to be done. It's supposed to be done right. Well, there's 2 clips to it. So this is just the 1st part, so there'll be another part. Any comments about that project. It looks like you're doing some innovative stuff that looks

pretty cool. **Jill**, So it's Chicane's Is there a background on? Why are we doing it? **Jill**, there are a lot of incidents where people are coming westbound on Behimar. Well, probably both ways, but mostly westbound on Behimar going into the houses. We've had some pools, and so the project is to narrow Beheimer right now to what you're seeing out there right now, with Chicane to skinny up the road essentially, and make it harder to make it not as comfortable to go as fast. And so that stops short, I think, around. I think St. Andrew right right after the curves that will finish up that stretch, and then we will have some. We're going to have a community meeting. We had a community meeting out there. What extra couple, I think? And then look on the Granville side to see what that looks like, because they're different, like Beehimer has no houses fronting it. There's no parking Franchise Park houses and parking, so we'll have to have a little bit different approach for that all right in public homes. One more project. So the Audubon Corridor study. Yes, I don't think that's on it. There's no change. So is there a timeline for completion? There, I'm saying in the fall, in the fall that makes sense. But I can give you more money as we do it. **Laura**, Yeah. Hi, I have a question on the southwest Fresno trail. It says that the final plan. absolutely, as far as I understand, the TCC Grant has wrapped up. I was wondering if most of the funding is coming from the TCC. I was wondering if there is a Grant extension? Yeah, how the finalization of this project is looking like. **Jill**, What item is that? **Laura**, It's a southwest Fresno trail. **Jill**, What's what number? What number on the plan? **Laura**, I don't have any other information than what's in the report. **Jill**, It is something we have to check on. **Laura**, Okay, that would be great. Thank you

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ADJOURNMENT

Motion to second the adjournment by: on motion to adjourn by Gabriel Lozano and second by Edna Pedroza - Time Meeting was adjourned: 7:30 PM