

# ATAC Meeting, September 27th

**CALL TO ORDER:** The meeting was called to order by Laura Gromis at 5:30 PM

Roll Call: Gabriel Lozano

District 1 Sean Zweifler

District 2 Vacant

District 3 Absent

District 4 Laura Gromis

District 5 Gabriel Lozano

District 6 Steven Bradley

District 7 Bryan Bird

Mayoral Absent

Mayoral Vacant

Quorum Met

STAFF

Scott Sehm, Jill Gormley,

## **APPROVAL OF AGENDA**

On motion to approve the agenda as is by Bryan Bird, 2nd Steven Bradley, Agenda were approved

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## **APPROVAL OF MINUTES**

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

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**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.

**Tony Molina,** - “Good evening, So I just wanted to invite everybody from the public and from the staff and the community at large to sign up to attend the summit on the 27th of October. Also consider attending some of the other satellite activities. Laura also tells us

about the noon session at Fresno State. The keynote speaker who is also the 13th top urbanist working Smart Growth America. We'll be presenting on healthy cities and how to live long, healthier lives. Also on Thursday Laura has a group that will be getting them hopefully the river parkway and evening with Gil, and also on Thursday we're hoping to organize the session that he's offered to give to local agency staff about what we can do to work together to develop parks that will support economic development. There will also be satellite events to follow the Friday events that will involve some community bike rides or gonna do a mirror ride on Saturday morning around downtown. Pendulus will be accompanying us on the ride. We'd like to also have a new bicycle infrastructure ride to show off our new cycle tracks in the Palm Belmont area. Would invite the members of the Active Transportation Advisory Committee, (ATAC) to be involved with that right that we were sponsoring with the bicycle coalition that we like to collaborate with a word on this. We're also having a bicycle film festival at Fresno State on Friday evening and on Saturday evening at 7PM. We'll be showing the **Engine Inside** with Phil Ligh. On Sunday we're also having some other rides. We're doing a ride to celebrate and introduce the great Central Valley bike route with Michael Smiley. We're doing a women trans camera sponsoring that to start at the LGBT resource center on Sunday morning. So then there may be enough other associated events.

## **PRESENTATIONS -**

**Report on Trip to Munster, Germany - Laura Gromis** - "We had the pleasure to go last month to Munster, Germany, to learn about the city and experience and experience biking in the city. Munster is our partner city in Germany. Forty percent of all trips there are done by bike. So we're very fortunate that we have a partner city that is just very advanced in access to active transportation. Munster is part of the biggest state in Germany. NRW, stands for Northern, the Northern Rhine region. The Rhine is the biggest river in Europe. And Westfalen is kind of like the northern part of the State, where there has always been a lot of industrial development, and the Munsdalan kind of has this combination between industrial development and a lot of agriculture. So agriculture is certainly something that we have in common. So that's just a little map of Munster. You see, these circles around the city, and that just because the city was developed in the Middle Ages. So in the Middle Ages they had all the city walls that were around the city and in Moonstone. Now the area that used to be the city wall is now a great bike path, pedestrian walkway, kind of similar to Class One, but the bicycle section and the pedestrian section are separated from each other. If you can get to the next one. So this is an image of the train station. Actually, you

look at the train station. The glass building is a train station, and you see, there's a lot of people walking on bikes. So the train station is kind of like the central hub. Multi mobility is kind of the thing that everything is integrated train biking bus riding and walking. You can kind of go seamlessly from one to the other if you can go to the next picture. So it's you see a lot of people with bikes walking around? They can just pop on the train, this gentleman has an electric bike, so you can increasingly see a lot of electric bikes. So if you go on a train there, you have a high likelihood that you will encounter somebody with a bike. And there, yeah, these bike departments on the train. So that fits about 6 bikes or so. And I think they fill up very quickly, cause you just have so many bikers around there. And right next to the train station is a mobility hub, where you have both bike parking, and if you scroll down some more you can also rent bikes there. So there's bike parking outside, and also inside in this mobility hub, and in there you can also rent a bike, so you could just arrive with a train at the city and get a bike. And you're on your way getting around. So yeah, here online, you can also see now, the inside of the bicycle parking garage rental station. **Bryan Bird**, "Does somebody park your bike for you, or do you just pass your bike off to somebody and they park it? Or do you find a place for your bike? What's that? **Jill Gormley**, "You know? I don't know. I didn't really see people coming up, and other than us coming up and down there's a ramp, a big ramp to get down into this I don't have an answer. Somebody came and handed us some bikes. Yeah, he just rented the bike. Laura Gromis, " All around town. Some of the restaurants have delivery bikes standing around there. I think those were for rent. When we drove with the bicycle planner from the city of Munster. He also had a big cargo bike. So it's very normal to have a lot of bikes all around. So we went on a fun bicycle ride outing, I think he was. How many kilometers Jill did we do? **Jill Gormley**, "It ended up being like 15 miles. I don't know how many kilometers that is but 15 miles. That's good enough. Impressive. It's pretty fun. And you made it. This is just yeah. Some examples. Everything is relatively close by, you know, in the inner city, and so the inner city is mostly pedestrian, only this is the area that is surrounded by the old City Hall. The City wall area. And we were there at a time where there was a community. affair. There, this is the passway that goes all around the city. It seemed like class one bike trail except for us. So it's an independent bike trail, and in the middle was just for the bikes and the outside people walked. And you really didn't wanna walk in the middle cause it was quite dangerous. I've seen Tony get run over there a couple of times. Nearly. You really have to pay attention and be on your toes. It's a different experience culturally. **Jill Gormley**, "Sure, we came across this count station on our way back from our 15 mile bike ride. It was once we got back into more of the city area. My German is really bad. I don't

know what the first one is, but which one is the daily. The top one says we count for you, and then the top bike is today. So I think that number is not coming up, and then the other one is the bike. So they have the 2 different numbers on there which is neat to see, and I think he said that they had those at a couple of different locations throughout the city. When I say he, I mean that guy right there in the head that's coming up on the screen. There, that's Max. He was our guide. I don't remember exactly what his title was, but he was the mobility planner, and for the city of Munster. He led our bike ride out to a Castle of the 15 Mile Ride. It was beautiful, you can see. Looks like we're out in the country right now. Lots of green areas. Whether it was parks, or you know, cornfields. We are actually in someone's driveway right now. Nice gentlemen. Let us pick some plums from his tree. It was a nice place to stop. It was super nice. And if I can just point out the student that you see there, Alexis, he's working with the **Transportation Institute at Fresno State** on the transportation summit for October twenty-seventh, and he joined us. There were 3 students from **Fresno State**, and they were set up with some families. And they all lived a little bit outside, like 25 min by bike. So they just got a bike and got told, you know, when you go into the city, this is you just bike for 25 min and you are there. This next slide is that these are their bike guides. These are their design guides. So he's showing us one of their bike streets and it's their guidelines are minimum. They want to be about 4 meters, but it can go up to 5 and talk with Max on what they're looking for, and then the next slide will actually show you an example of one of these bike streets that we rode down. This used to be a regular road. There's, I guess, multi-family on on the side, and and I think it was late on on the right side. And they decided that this would be better off as a bike street. So bikes have priority along this route. And it works really well. It's a nice ride. These are just some photos of the different facilities that they have, I think, on the right side. Is it a play street? Is that what they call it? So you can see. The sign shows that you can ride your bike. You can walk, you can kick a ball, you can live there. I would say. That's probably comparable to what we've been calling slow streets in the United States over the last couple of years, and the signage on the left, you know. That's a bike and head facility right there. Oh, is that a crossing? I think it's a crocossing. Yeah, bike and head crossing, and so they have. They also have. Do they have the pedestrian indication on signals, and they also have bike indications on their signals as well at a lot of different places, especially in the downtown area. That's where we stayed. And we're just a block from the train station where we started the slideshow. And that's their bike facility. The red in Germany. Not green and you can see on the sidewalk that goes down, or that car is coming up from the they have the red and white or gray, so the red is is. It's like a recycle track. So it's curve level. And you

know that's all for the bikes. You stay out of that area where they'll ring their bell at you, and then the white up against the building that's like her sidewalk is where the pedestrians are. The next one is just more of an intersection level. so you can see what that looks like. And again, for us this would most likely be green, but bike partly means red. What's the next one? We've got a bus, buses. They had articulated buses all over the place, and you could see one coming in. This is similar to a bike box on the road there. The red paint. And then we were lucky enough to actually get some petty cab rides around the city for different different events, or if we were just tired of walking, which one day we got quite a ways away. It was a nice walk, but time started to run out on us so that they were all over the place. Here's an example of again, of just the facilities that are out there. This one looks like it's on a street and on a street bike lane versus the raised kind of the race cycle track next to the sidewalk. So more of a traditional what we're used to a class 2 type of bike lane and a sidewalk. I've looked around a lot, and I'm not gonna say they don't exist. But I saw one pickup truck and it was actually a construction site. So there were not a lot of cars that we drove; they were smaller, more compact types of cars. I saw one truck, it was a Dodge RAM, and it was on a construction site. Again, just some more pictures of the bike facility. I think this is, I don't know where exactly that is but you can see lots of tall buildings, lots of where they would get some of their denser. I thought it was interesting because the race cycle track on the sidewalk dumps out into this large kind of, you know, bicycle priority zone, so I thought it was a rather generous space there, right back to back. That's what he's talking about. They're parked, actually there. And you can see where it comes off the sidewalk and actually comes into an on street facility. Yeah, so it's kind of a little ramp down onto the huge huge huge bike holding her in. And I think this last slide is just more of the facility markings that they have. You can see the sign. Bikes are allowed on that street. It's not that cars aren't allowed, but because obviously there's cars there, but they're part. They're not driving down the street. That sign also means that you cannot drive into this road from this side. But bikes can. So the red with the white so that would be like a white with the red diagonal kind of cross going through. There's actually no entry, where bikes cannot enter. So yeah, it was a really different experience. They had a lot of bike and ped infrastructure. That's the interesting thing for me, I think the last slide is the flyers for the summit. But the interesting thing for me was when we got off, we got out of the train station, and it's out of the train station. It was really surreal. There were thousands of bikes parked, and it was fun to see all of them parked everywhere, and so I heard a lot. We don't have bike parking here. There's no place to park my bike. They were parked on the wrong fences. They were parked. I mean, it didn't matter. Nobody cared. They were parking, and

wherever there was a spot to park your bike in the medians they were all locked. Yeah, yeah. And we and so, "I thought in my mind, that's a lot of bikes". I saw a lot of people riding bikes, but they told us in a session that we had with city staff to really vet that. And decided that's really a bike, or that's not a bike, or because it doesn't have a seat, it's it's it's abandoned. And so they just leave them until they know for sure that it needs to be removed. But there were literally thousands and thousands of bikes parked everywhere in big groups, and it was really neat to see. There are 2 bikes for every person on average. Joe kept saying. Where all these drivers I think there are so many cars. Were you there at all? Like the beginning of the workday and end of all day all day, every day. So we saw and and and don't get me wrong there. There were people riding bikes there. Wasn't this mad rush of millions of people getting off the bikes and then locking them up where they were parked. They were most. The majority of them were stationary all the time and not being used. 3,000 new spots a year. And they're really working on reducing parking for cars to make it an easier decision to take a bike or walk or take a bus and make it a harder decision to move your car because you would lose your parking spot. So they kind of work in opposite directions. There, on these parking strands, please. **Bryan Bird**, I'm assuming there's less of a theft problem there than there is here that you talked about. I don't think so. I don't think they really said a ton about the bike thefts or you know, if it's more or not, they do have them. They did. They do have like thefts. but I don't know any people that drive electric bikes. **Laura Gromis**, "I've heard a couple of times that they're getting insurance for their bikes, because those, you know, are in the 1,000 versus in the 100 for normal bikes. So for e-bikes people just get insurance. **Jill Gormley**, "Well, I think that the area that we were in is an area that you're looking at it. It is really like downtown, I mean, if you like, think, Fulton, I would compare it to probably the closest thing I would compare it to. I don't know what you, Tony, or Laura would say, but it wasn't like being up in a room. It wasn't being, you know. It wasn't that kind of it was very compact, very dense, very small, narrow tree lace trees does the lemming compliment but he says I would ride my bike more. I want to ride it first. You can take your bike on the train. They have certain cars that have space for bikes. Laura and her mom, She's riding her bike out in the country for 2 hours or something like that. She's going, you know. That's because she didn't take her car out there. She rode a bike for a couple of hours, and there were trails and facilities to get from that point to wherever she was going. So I would guess, just getting from point A to Point B. On restricted roads, who can drive on these bike roads. What they have a lot in German cities as well is that they get these different colored stickers, and only if you have a green sticker. You're allowed to drive into the old town area. And so there's like restrictions

of what kind of areas you can access depending on either if you live there, or if your car is clean enough. Yeah means like certain thresholds. But they are on the right side where you have that play street sign. This is a residential area not too far away from downtown. So that's kind of how the residential kind of nicer residential areas look like they told us that there is a social housing a little bit more outside. So there's a lot of old people from different militaries from different countries, and there were a couple of barracks from Great Britain, and they were remodeling them to affordable social housing. When we say affordable housing. Affordable housing means something totally different. Here and there. It was something mixed there affordable housing is market rate, I believe for them, social would be social. Their social housing would be more what we would call affordable housing.

**Gabriel Lozano**, Go back to the buses. We had that presentation up here with the Fresno State kids. How many buses? How many bikers can you hold in front of the bus? We have 2 here? So there, you don't put bikes on top of the buses, but you can use them. You can just take your bike into the bus. So if you have a bike, you know, you can just walk in. I don't know if you can fit like 4 or 5 bikes in, like one of those entryway areas of the bus. Yeah. As Jim mentioned, I visited my mom first, and then we took the train. So we were sitting in one of those bike areas of the train. And there were, yeah, some people that were obviously commuters. There were some tourists there. And I think we had like 6 spikes, and then 7 came and made it quite tight, so like 7 was like the maximum but people are used to taking them around because, like the way when I ride, I use packs every day. So the fossil fuel buses are more diesel they're they don't have as much room as electric. They were not electric. And like one of the things there, we got a tour or and an overview of an effort to produce research and develop batteries in that area. And that was all done in old coal mines. So that area used to have a lot of coal. And in NRW, there's still a lot of coal usage. I do not have the percentage. But even if you just go on Google Maps, and you look for Cologne, and you go out a little bit and go to the left, you see, like open-pit coal mines. So there's actually still a lot of coal used. And Germany is still working to get out of coal. So you know, to go electric is like a different challenge if you're still so dependent on this. But you certainly see much more electric bikes, and you see more electric cars. I did a little research when you guys went to muenster. Read that there are over 300 trails, not only bike trails, but walk trails. So I assume, since the culture is to use a lot of bikes, you take the bikes to the trails. Is that what's acceptable there? It's a lot that seems far away. But I walk up. And that was one way. So is that what happens? You see, it's you who walk to the trail and you're able to. That's a pedestrian.

So you, if you go back to the purple that was actually the bicycle network. I wanted to share that with everybody. And they have a great website. And they have like, keep going. It's yes, it has the, yeah, that they have 4,500 kilometers of connected bike network which was amazing. And they have these concentric loops, what they call great loops. One of the inner ones is the promenade that was the castle wall, but they also have these other larger concentric loops so you can. A spider web that you can, you know, get almost anywhere on a load. Traffic stress facility, either a trail or small so it was. And then they have all these like guided tours. They have like a hundred castles. So the Schloss tour that you can visit. It's also on the eurobello network there. So you can actually connect all across Europe to like Amsterdam to Berlin things like that. So it's rather amazing. I was impressed. The mayor rides his bike to City Hall every day for the last, you know. 1520 years, however Long and Mayor and the other thing that was amazing was when we got there. There was this like street festival going on, and the streets were just jam packed full of beer garden people, and it wasn't just a one night deal. It was like every night of the weekend. So it was like a Friday, Saturday and Sunday, and there were all these people there, and I didn't see a big parking lot. So I was trying to figure out how all these people got there without a car. You know, some huge, you know what their transportation and I had to assume, since there wasn't any parking lots that they either walked or biked there. It was certainly the expectation. Also we had a lot of meetings with the city and they showed us around that you would just walk everywhere or bike everywhere, I think here you would not, you know, invite international friends and say, Hey, let's walk for 20 min, you know, and go to the next spot. I think people were a little bit surprised, but it's quite normal to just get around there and we got sent. One time our host had to leave earlier, and she just gave us a bus ticket and said, Okay, this is where the bus station is, and you just take the bus. So it's just like a normal way of life to live without a car. And we were never driven around by a car. There was one price. Oh, to the games! Oh, you haven't gone to that one! I went and ran to the games, so that was the only time. And then the big bus so twice within like 7 days. That was a mode of transportation. So did you mention the mode, sheriff? We haven't their mode share for bikes is 47%.. At the beginning I mentioned it was pretty impressive, I think, that everybody learned a lot. And if you scroll down to the flier that we have on there, so in collaboration with the city of Munster and that sister city network. That Fresno and MMunster and the Fresno State Transportation Institute Fresno County Bicycle

coalition. My organization as well. Other organizations around the city are working on setting up the Fresno transport summit the Fresno international transportation innovation summit on October 20 seventh, we have a couple of pre summit events.

On Wednesday. We have one presentation with our keynote speaker on Thursday. There's gonna be one presentation at the same river that's directed at the community. And then Friday all day is a summit, and then we have a bunch of bike rides on the weekend, and you can find all that information

Federal transport summit.org. And that's also where the sign up is. And some people ask, is it so expensive to participate? But actually, normally, if you go to conferences, it costs a couple of \$100 to get there. So this is relatively effective from all over the world, joining the discussion from cities that don't have quite as much active transportation usage as well as representatives of cities that have a lot of active transportation usage, so a great opportunity to implement it, nothing is going to get done. So this is really an opportunity to exchange with a lot of folks. On how you can create safe streets that incorporate bicycles and pedestrians. Joe, "It was. It was a beautiful city and it was. It was just. It was just neat to see the difference in Germany, United States, Fresno. and also the similarities. Jill Gormely, "I definitely think the education portion of what they talked to us about in Germany could be implemented here. You know the infrastructure. It's different. I don't think it couldn't be implemented, but I think it would be more challenging than something like education. I think they had some neat, educational programs for kids that they were doing and how they thought. I think they learned a couple of things from us, though, too. During our conversations. No, yeah, we could, we could maybe do that. So definitely the education portion. And I would say that it's not hopeless. If you think about a lot of these European cities that were created in a time when there were no cars around, and they were adapted for cars. And now they're going in a different direction and adapted more for bikes. I think here we have additional challenges, just because of how far everything is apart. But yeah, I think one thing, the connectivity there was great. And as we're working on the ATP I think, it reminds us that we need to create these connectivity corridors that provide accessibility for longer distances for different locations that are just crucial. So yeah, it's not that. It's easy to, you know, become just like this but I think so it doesn't keep us from moving in the direction, even though we're probably not gonna be like moonstep, you know, within 20 years or 30 years. Infrastructure. Gabriel Lozano, What 's the weather like

over there? Laura Gromis, Hot, It's very rainy, though, too. It's yeah. We were there. It was in the Eighties and humid. So it felt hot. But that's really high temperatures for them. So they do not have air conditioning. For example, in none of the public buildings 85-95% humidity temperatures have increased, you know, in the last couple of years, you see an increase in temperature. I don't know the percentage. But it rains a lot in Germany and in Munster as well. Sean Zweifler, " I do wanna highlight a point that you made that you know a lot of these cities. We're designed or we're gutted and drastically changed to allow cars, you know, in the forties, in the fifties, the sixties. And then there's been a lot of movement to make them bicycle friendly. It's not like, you know, it's a natural condition of these cities that they're bikeable, like, you know a lot of these like European cities, you know. They turn main squares into parking lots. They had, you know, freeways running through, and they have since gone back to bicycles. So it's not like, Oh, you know Europe. It's easy to do this but they put in a lot of work, time, and effort.

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## **TASK FORCE REPORTS**

Safety Task Force - We discussed before that, we wanted to look at educational programs. But by happenstance, we realize that the ATP consultant that is working on the ATP plan is also supposed to do that. So we thought about, you know, we don't wanna double efforts and do something that somebody else is doing. We can still review that one. Since this is out. But one thing that we talk about is that we just have so many collisions and fatalities, non fatalities, and that we don't really have a formalized way to reach out to the city council about that, so we decided that we would like to have a safety report and either annually or annually. So every 6 months the city council and the mayor make them aware of all the safety hazards on our road. And we have not decided exactly how that report is gonna look like. But we felt that that would be a good signal, and something that would be very helpful to really highlight the need for safer streets and the investment in safer streets. One thing that we wanted to discuss today is if we should do one for the year or one report every 6 months. Have one of the report submissions during just before World Day of Remembrance

and it makes sense for this event. We always look at collisions and if you have that report ready for that time. That would be very helpful. And if you like, that's a really good signal that ATAC can start setting up something that we can kind of institutionalize. We wanted to talk with the committee members about that. Then decide. You know the frequency and the timing. We could just do this first report, have it out November, and then fill it out from there and decide, you know, is this something that's better done twice a year, once a year, like, I'm not 100% sure that decision and highlight recommendations highlight, you know, systemic issues that we're encountering. It's not really addressed to the city council or the mayor. So we feel like this way, you know, we can. We can institutionalize, give them an update, and can talk about the state of our street. You know, within the constraints that we have. Yes, committee but we could make it an attachment to the annual or the semi annual report as well, because that is presented to the city council and the mayor more info onto that. It gives you the venue to do it. So you're not doing 4. No, of course, we can also send it as an attachment, but also as kind of like a single item, and I think one thing that was important for us to include as well is any news rate, a paper reports, and on just a small accident as well. If you look today. There was a headline about a child walking to school, hit by a driver yesterday, bicyclists injured from hit and run last week. Thursday. This is within one week. Driver hits bicyclists in Fresno. So there's a lot of reports coming out all the time. And I think if we can make people aware of that. would be very helpful. And we feel like through that ate can really add value to the discussion. And yeah, if it's an institutionalized report, it can be added to anything it can be added for your grant applications. And yeah, I mean happy to discuss. It's probably something that's gonna create value. For the city. If you prepare the first report for World Day of Remembrance. We'll have another one or 2 meetings to work on it. We'll have to kind of decide exactly the date of the cutoff. November 19. So maybe we'll have the cut off on October thirty-first, so that we stay within like a month. I mean doesn't align with any calendar year, but it just makes sense for the world day of our members. Keep in mind if you want to present it to the city Council. It's about a 6 to 8 week lead time. So if you wanna be on the agenda for even the end of October. Now it's already November. October is the time schedule, and then October to April. So it'll be coming out at the end of October. I think alright. Well, I'd like to make a motion for safety to present. We just talked about good and second. Gabriel Lozano, We're combining the last 2 meetings which were right and then, last year, the meeting in November was. We don't have a November meeting, but we do it in the first week or 2 of December, because it usually falls on the night before Thanksgiving. So that since you have about 2 weeks, and then it's being generous to generate that. Then you have to have

it, for the agenda item has to be up 2 weeks before the meeting in October. Yes. We need the report for the October meeting on the eleventh for this meeting. Alright, then let's get to the world day of remembrance tasks, and they go back to the task force. So what has been tabled like making a decision on nominations, or like how it's going to go forward, because I don't think we really have a process, for I think that's one. start from the inception in January. So like the dialogue getting the literature out, completion of the data and all that to be ready for, I think in October.

### **ATAC Awards Task Force**

Tabled for January to start the task force up again to be ready for a target of May. A formal process.

**World Day of Remembrance Task Force** - Then, we are gonna formally establish the world. Day of remembrance, task force to work on for an event on an event for word of remembrance for November nineteenth. and part of this committee is who wants to be part of the committee. **Steven Bradley**, I like to motion to form a World Day of Remembrance Task Force, 2nd Sean Zweifler, motion was approved. so now we've officially created that task force. Now, we can figure out who wants to be on that test form. Thank you, Steven, who wants to be on the task force. Sean, Matthew and Tony.

**Erin Obwald**, "Hi! It was safe to go to school. All I was gonna say is, you know, whatever is decided. We were a small part of World day remembrance last year that we would love to, you know, help out in any way that we can again this year."

Tony Molina, "Last year we did our first World day remembrance and it was kind of a collaborative event between the feedback at the time and the Fresno County Bicycle Coalition. We had never done it before, and a lot of the world. A remembrance idea is there's a national organization World Day remembrance that supports these activities. And so last year, one of the things that was very helpful in doing that was actually, we had an active transportation coordinator. Carla helped coordinate with the task force there, too. So I was kind of I don't know if there's any capacity but we met with Carla and you know talked about the event coordinated some of the you know things with the city to to accomplish that. So that was kind of one of the things I was gonna suggest to the task force you know, work with staff before. So that was number one. The other thing that I was going to offer is that, you know, based on our experience last year's experience. There were a number of supplies for the event that Joe purchased, and to do printing things like that this year. The

world David remembers committee offered a mini grant opportunity to apply for between 50 and \$500 per supplies for the event. And they actually were not intended for governmental agencies. So whether you define ATAC as a governmental agency or not, I don't know. That's kind of a gray area. Please consider governmental agencies to be the eligible recipients of that. So in view of that, because the deadline for the Mini Grant application is September 20th, the Fresno County Bicycle coalition is willing to be the organizational intermediary to submit the Mini grant application and then to allow the expenditure of those funds. If it's awarded there, the chances are because it's really intended for locations that are first time events so depending on, you know, may not. This may not be an issue. But if the Mini grant is funded then our intention would be to provide that to ATAC. To purchase whatever supplies, like posters, or whatever would be part of the event. So I just wanted to offer that.

## **MEMBER REPORTS AND COMMENTS**

**District 1 -** Love the Wishon Lanes, I think. They're beautiful lanes. I really like it. How quickly and efficiently they were done was Wishon to Mckinley. The right right turn is a bit of a mess. There's no dedicated little turn area, and people are just kind of pulling in like the buffer section of the photo I can show you later. Go going south down Shaw. Because it's just one lane. You have the big buffered area in the bike lane, and people are just kind of pulling into the buffer areas to take right turns. I would recommend some sort of change there. At home in Shields. I've noticed that people are waiting, you know, 2 or 3 light cycles to get through. I don't know if there's a way to change that to make that specific light last a little longer. I think that would improve people's commutes. And what are some frustrations with the bike lane? But I do. I do really wonder why, along Fresno high the bike lanes are not offered. It seems like you have, you know, a whole section between there with, you know. No, no driveways, no, nothing like that. That seems like a real, obvious section that it should be class for especially considering it's bordering a high school. So I'm just kind of curious. Why, that decision was made. Just wanna mention that we did have a student hit at Weston Weldon. There is a crosswalk there. I believe she was in the crosswalk when she was hit. West is very fast, it is 4 lanes. I definitely think that's, you know, an area to pay attention to considering. There's, you know, high school on one side, not right there, but fairly close. There's an elementary school right there. That's definitely something I would love to look into. I was riding my bike barefoot at Murray and Barstow. And you know, right when school was getting out. There were multiple people, you know, double parked in the bike lane, blocking part of the lane of traffic. And this isn't really a public works issue. But you know, in terms of the school and the police like that's just not an acceptable situation, you know, people.

you know, pulling out and around. You have lower visibility. And you have. You know, there's no crosswalk there which is a public works issue? And you have, you know, mothers and kids, you know, I saw a mom and her kid trying to run across the street while people were pulling around these cars. Double parks. So

You know, just obviously, we're all very sensitive to what's happening around schools right now. And that was a very problematic situation. So I'll leave it at that.

### **District 2 - Vacant**

### **District 3 - Absent**

### **District 4 - I already talked about the Munsa trip and the transportation summit. That**

where we need twice a week for planning meetings. We are members. Maxwell has a new policy Director Shawn Clark. He was here earlier. He's a big bicyclist, so he's very much in support of our committee and all the work we are doing. He has also joined the planning meeting for the transportation summit. So that's very encouraging that we have somebody in the Council President's office that is so active on those things. I'm happy to see all the progress on class 4 on Barstow school. That is getting put in. I think you're still a little bit out from finishing the project. I was wondering if there's been any consideration to adding a pedestrian scramble on Barstow and Cedar. We have one on Cedar and Bulldog Lane, and then one on Cedar and Shaw, and it seems like it would be very helpful there on Barstow and Cedar. It's also close to a lot of the sports facilities. Just checking if that might be something that could be added to the projects and might be helpful with. There's one commercial sector there, and there's a lot of student housing around that area, too.

**District 5 -** You know, we had the horrific incident in front of Roosevelt. Like to acknowledge my peers Brenda and Councilmember Chavez for showing up. The EMT's the police and Roosevelt Staff. All heroes in my opinion. We had an event at a movie night, at Calwa, over 150 individuals went. The majority of these families are unable to go to the movies or afford bicycles. District 5 is given out twelve bikes over 75 helmets to help kids in the area in getting a bike.

**District 6** - I did add a little bit of the contents recently on the veterans trail. It's kind of all really good. It's close to being finished. There's still some finishing touches. Some other sections and stuff. Part of it was essentially closed, but I asked permission to go through. It was all the way over the top of the old Golden State guys in a particular intersection that it didn't finish at that Matthew brought to my attention, and maybe there's some. But there's a specific pothole that keeps reappearing. Do you know what I mean? Some of my triathletes friends of mine have been hurt there, but it's in the county. I can't do a FresGo report, because it's in that county strip. My question is, what's the entity at the county that I would make that make them aware of? Hershey County has a tiny go app. Also, Yeah, they have. They have the same app on their site. But if you want to get the right place specifically, it's gonna be road maintenance for the county online. Actually, you can go online and submit a request that way. Or like Scott said, you can. There's an app that you can use.

**Mayoral - Absent**

**Mayoral - Vacant**

## **STAFF REPORTS**

**Traffic Collision Report -**

<https://fresno.legistar.com/gateway.aspx?M=F&ID=f2a745ad-feb1-4671-bda4-50c3cdb14aed.pdf>

**ATAC Work Plan**

<https://fresno.legistar.com/gateway.aspx?M=F&ID=f7e14360-65b4-43ce-9256-2477524e3f4c.pdf>

**AB 43 and City Speed Ordinance - J Gormley**

<https://fresno.legistar.com/gateway.aspx?M=F&ID=33c08400-a03b-4231-8ade-dc801002647e.pdf>

**Bicycle Friendly Community Fall 2023 - J Gormley**

<https://fresno.legistar.com/gateway.aspx?M=F&ID=41bd8d7a-e2c2-40de-92aa-1cf8d56acbf3.pdf>

<https://fresno.legistar.com/gateway.aspx?M=F&ID=030e5aa3-2dd7-4d64-afbb-c39f52671496.pdf>

## **ADJOURNMENT**

**Motion to second the adjournment by: on motion to adjourn by Laura Gromis and second by Sean Zweifler**

**Time Meeting was adjourned: 7:30 PM**