

ATAC Meeting, February 28th, 2024

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

Roll Call:

District 1 Sean Zweifler

District 2 Vacant

District 3 Julie Congi

District 4 Laura Gromis

District 5 Absent

District 6 Steven Bradley

District 7 Vacant

Mayoral Paul Marquez

Mayoral Vacant

Quorum Met

STAFF

Scott Tyler, Jill Gormley

APPROVAL OF AGENDA

On motion to approve the agenda as is by Steven Bradley, 2nd Sean , the agenda was approved with the correction that the 2025 Event Task Force should be replaced with the 2024-25 Budget Task Force

APPROVAL OF MINUTES

On motion approve the minutes Sean Zweifler by , 2nd Julie Congi. Minutes were approved

<https://fresno.legistar.com/gateway.aspx?M=F&ID=b0f4a6dd-02e7-4cae-9dc8-0cbee7c04b08.pdf>

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 High Speed Rail Authority Update

<https://fresno.legistar.com/gateway.aspx?M=F&ID=3d98759b-d735-4422-ae21-7387f0811847.pdf>

TASK FORCE REPORTS

Bike Month Task Force, Laura,

2024 - 2025 Event Task Force

MEMBER REPORTS AND COMMENTS

Member Onboarding / Welcome Packet. - S. Zweifler -

District 1 -

District 2 - Vacant

District 3 -

District 4 -

District 5 - Absent

District 6 - nothing

District 7 -

Mayoral -

Mayoral - Empty

STAFF REPORTS

Traffic Collision Report - John -

ATP and Vision Zero updates - So we still are getting the foundation or laying the groundwork for the ATP update. We're still working with the consultant to get information that they need to update their maps and update their database so that they can start to sort of get everything ready to go. We're working on the scope of budget with them and getting that finalized. It's almost complete. Same thing with Vision Zero. We just started off with them. We're still working on executing the contract agreement. Unfortunately, some of these things take more than a week or two. So that's the period that we're in right now. It is kind of the slowest portion of it. That's where we are right now with the 2. We're open to get some more traction in March, and we start providing the guys with smart activity. **Nick**, When and what will be and begin? What kind of steering committees are you for or have you decided yet? **John**, We're still coordinating with the kind of the consultant and the public outreach I see for the date we're still trying to get this schedule dialed in. So we're hoping for springtime. March is gonna be when we're gonna have everything laid out we'll be able to see where everything looks as far as an outlook. **Nick**, so next month we'll be able to see which cook got me skinning might be. and then you also have an idea as to who will be on what I call the steering committee. As to the different organizations that might be represented, and how large it will be. Yeah, exactly. And at least one member from this group will be on it. **John**, Yes, that's the goal for people from ATAC and other agencies who have an interest in serving.

ATAC Workplan John - Laura - Do you have any projects that advanced this month?

John, Yeah, when I was doing the update, a lot of them had gone into construction or had been awarded for construction. So okay, can you just walk us a little bit through what has gone into construction or what has been avoided construction. I don't remember off the top of my head. If you guys have anything that you can think of just ask. **Scott**, Well, I don't know how long ago. I can't remember what month we awarded it but the grant for the right turn lane extension project at audubon. I know that AT&T got under 800 hours of work on it and they are half way through it. To relocate the fiber, optic or board that's interfering with replicating a new grain inlet to accommodate that bike lane. So our construction can't start till they are done. This project kind of slowed to the point of picking away at it. But I imagine both instructions start up sometime later spring and should be done in the summer. For my team we have the Brian ITS Project, which will pick up the work that's done on Blackstone up to Nees Avenue and carry it all the way through to Copper River to synchronize those 5 traffic signals along Friant. We're finalizing the plans right now and I imagine it will be out on the street for advertising in about a month. So in construction, after we go through a bit of opening, evaluation and a more start of construction, it'll be sometime at the end of summer or the fall, where they actually start constructing. It'll probably take a good portion of a year

because of the delays in traffic signal equipment and controllers that will fix a lot of that structural efficiencies on brand enabling some of the missing like specific traffic detection loops that are out there. Also synchronize the port, or the whole point of this is to increase the traffic. The volume capacity of the border with that decreasing speed by synchronizing signals. I don't know if we've actually got a number of projects, we've got a dual draft ATP funding project, Brendon and Hammond, one in downtown Fresno and Church and Bolby. It's 2 intersections kind of close together, but they're being packaged but just one project. We're wrapping that up for advertising right now. So again, kind of a similar deal, it'll be the end of summer when they start construction. We advanced order long items of equipment. Sorry construction shouldn't be delayed too terribly, but I imagine it won't be until this time next year. Probably another 4 projects. I don't have a list of me, and I'm sorry I wasn't prepared for that, but it'll go out to bid by the end of this fiscal year. We've got 2 water maintenance projects which don't have a whole lot to do with the tax interests. **Laura** - I'm curious about the southwest trail. I know FID had to do some work, my team did participate with that. With some of the FID parts. We did some of the design work for the pipeline, undergrounding with that. Now gotta think that they are getting close to advertising. John, that's project Q it's showing that **Laura**, California Is there any updates on scheduling for construction? **Scott**, California concludes streets. Rates. I mean. not even close. **John**, Yeah, it's on hold right now. **Laura**, why is it on hold? You know, there's Measure C funding that was planned for revamping that segment of California Avenue. We were trying to make a more comprehensive project than just the Complete Streets Project. So we didn't end up doing a project that would be superseded, and with the throwaway work with the future project. And so right now, we're working through that. How do we do both projects? Even if they're based so that we're not doing the workplace, so to speak, of wasting money. So it's not it's not dead, or anything like that. We just have to work through how we're going to spend that money and base the work on it. But you're still looking at measure C funds for this one. **Jill**, Yeah, we have measure C funds and we have CMAC funds. **Scott**, Yeah, CMAC for the complete streets component. But the much bigger element was Measure C. **Jill**, so we expanded the project along the corridor, or include not only that measures for that CMAC Complete Streets Project that had class Fours, and that would be kept in the intersection and box all that stuff but to put in. **Scott**, new traffic signals, more on the westside, narrowing the roadways, reconfiguring and aligning and and making them more conventional, narrowing the road where it's really wide and necessarily wide and installing a trail on the south side, which is part of Measure C plan. So you can't do it if you don't look at those measure C improvements that were proposed. You just focus on CMAC project. Now, a lot of that work can get thrown away because we're gonna have to move the group. We're gonna have to move the sidewalk. We're gonna have to move the intersections. It's not only a waste of time and effort but it's always not fun to do that. So we're trying to combine the 2 under one more comprehensive project. So that's gonna take a few minutes. **Laura**, I was curious do you have any more class 4 or class 1 bike lanes on the horizon? **Scott**, My team is working on a phase 2 on First Street, which is from Tulare to Olive That's in design right now. I don't know off the top of my head the schedule. But there is a minor

number right away there. So I wanna say that construction was planned through up White 25 on that. So that's useful. Springtime but we put it out for bid. Now the construction again would follow it's usually 3 or 4 months after we have awarded the construction start. So next summer after this summer and that's the only class 4 that's in the planning, currently. **Jill**, probably far farther along in the planning. We did just get some money from CMAC I believe, It's not STP to put Class Four on Church down by Gaston. Were not remembering and were always trying to get Blackstone Funded If there's anything specific you want to see on it, let us know in advance, and we're struggling here to try to to give you some updates, and we could come more prepared with with a list of giants, need to be able to talk about it. A non-infrastructure well, sort of not infrastructure for certain infrastructure. We have been working on a truck reroute study for the health assessment for the AB 617 area for the last year. We're coming down to the end of that. We are going to release our draft, rabbit and cheese within weeks a copy of the updated map. Hoping to finalize that and get it through Council planning Commission and Council for the end of the fiscal year.

Sean, So this kind of got brought up at the Tower Implementation Specific Plan. With the McKinley Blackstone project in conjunction with Cal transplant for 99 in terms of shutting down. You know McKinley and Belmont, I think there's a lot of concern about how much traffic is gonna get through Olive. Have you guys taken into consideration this 99 project? What that is gonna do to traffic patterns through the tower **Jill**, So yeah, anytime, they're doing projects, or they're analyzing a construction stage type of analysis. And then what after the project? Sorry, implemented, I don't know. I'll stop what that's gonna do. But obviously there's probably going to be some increased traffic through our Tower District as there is any area of town when you have major construction projects going on. The specific impact, I don't know but all of that stuff is included in documentation for Healthcare Project.

I think it's called the **El Brado Project and The Blossom**. **Sean**, I just you know I'm personally very concerned. It seems like we're gonna get some real screwed up traffic patterns. And I feel like we're gonna get a lot of traffic routed down a class Four area like Shaw and stuff. Not really sure what to do about it. **Jill**, I don't think that that's the plan. I don't think any plan is a specific plan to route them that way. Handling plans during the construction stages. They will send down certain roads. I don't know if they've developed to that level. Yes, but you know, people who are gonna drive where they're gonna drive. So we can't stop that. I don't believe that. **Sean**, yeah. Well, and I, you know, very selfishly, very specifically concerned about Floridora, I'm you know, concerned, we're gonna get a lot of extra traffic going down that and it's kind of a speedway, as it is. Like in a very walked neighborhood. So I just wanted to bring that up to kind of get on your guys' radar, very concerned about this is all. **Nick**, I like to thank the staff. This project V. Sugar Pine Trail at the Sugar Pine Trail needs. I asked at the last meeting what is that all about? **Scott**, Yeah, That's the project I brought to BPAC and I don't really want to tell you how long ago. It is to widen the sidewalk under the bridge on one side of Nees Avenue. So when the trail, you know, kind of comes to the speed angle. It's the sidewalk, and then we have this little skinny system sidewalk. We're widening the sidewalk to make it trail standard right there, widening the ramp. Doing that scramble? Yeah, no, I can't remember the name of that intersection.

One that goes into River Park right there on the east or west side of 41 like anybody knows the name of that road it's off the top of my head? La Entrada Thank you. So we'll do a big scramble with a diagonal trail crossing to get trail users outside to where the trail continues out west. Now we've got the design done and because then during Covid, everything kind of got that project was basically sacrificed because we didn't have any time to it, and it's all going to be done by street screws, by in-house, and they are completely booked out for 2 years for concrete work, for emergency repairs. So I kind of put it on the back burner. It's totally all on me, but it is still a project. It's still one that as soon as I can get the plans permitted through CalTrans and through Epim SEB. I'll kind of put it on streets plate and Brian Russells plate. They'll have to schedule it. I don't know if they may. They're musicians. They may be able to get it done quicker than 2 years. But that's kind of what we're at. **Nick**, So now you're still waiting for permitting with CalTrans and the Flood District? **Scott**, Yes, that's true. The plans are basically done. But I've got to go and do it. CalTrans has a process to get their permits and we usually put that on the contractor. Since we are the contractor we have to do it. They already approved the storm drains. Correct team will do the electrical work and then implement that scramble. The striking crew will do the paint in the roadway, and then the street guys will handle all the concrete line out to accommodate the wider sidewalk, and we're stealing, traveling with from the number 2 traveling. So the bike lane is paper to go around it with the pipeline. **Nick**, If we had questions about the process on this list. Try to get questions to the staff at a time, and you normally get this sent out with the agenda, which is probably on the Friday afternoon. So we did this on a Friday afternoon. If you get this out to us on Friday, you would appreciate us asking you any questions. **Scott**, I mean, even this morning you could give me an answer. I mean, give me a question? Again, you know, for the other team members. I have to find the project manager, and hopefully, that will figure out whether we have internal lists that I can research. Maybe I can get the information. Yeah, maybe let's just speak to it from Brandon, or detail again. **Nick**, right now, I guess there's a lot of information on this document. I said, there's not a lot of red here means somebody did not do a lot of work researching this. You know. So some of the information to digest and say, Are there any outstanding questions? So I said, I appreciate all the work that went in. Put this together. **Laura**, Wonderful. Thank you so much, Nick. and thank you so much, John, for helping us. **Nick**, I also wanted to mention that we heard your request about updates on the Blackstone project, and we are considering it for next time. For the agenda. **Nick**, Some grants outstanding, and there's, you know, so like, they have an idea for that whole thing. **Matthew Woodward**, Just a brief reminder for the committee in terms of like I think he was like, Just a reminder. I think it was last month that they mentioned. I think, like having the Projects notice which accounts district they're in. **Tony**, Shaw Avenue From Veterans to Polk could use some bike lanes there. I heard that Shaw from 99 to Blackstone is getting resurfaced. So I was just wondering if you could tell us about that. It's not on the work plan. **Jill**, There is no room for bike lanes and we can't accommodate everything. So that's why it's going on, it's really just research. **Scott**, Not physically possible Tony, with the same configuration. **Scott**, with the same configuration. Yeah, we'd have to lose a lane. Acquire right away to eliminate

sidewalks. **Tony**, Yeah, I'll kinda survey. So there's it's kind of variable with this kind of there is some, yeah, probably areas without. **Scott**, You don't wanna encourage people to use it for one block and then the left. Tony, because I see. I'll noticed, you know, people sidewalk riding . People have their own ideas.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=307d2a63-d3c5-4d5a-98a5-5484b9334f3d.pdf>

Form 700 Laura, Then form 700. Did you want to make some comments? **John**, Yes, just a friendly reminder to make sure that you guys fill out your form. 700 if you have not yet. Get that in as soon as possible.

ADJOURNMENT

Motion to second the adjournment by: on motion to adjourn by Steve Bradley and second by Sean Zweiffler- Time Meeting was adjourned: 7:30 PM

The above minutes were approved by unanimous vote of the Active Transportation Advisory Committee during the April 24, 2024, regular meeting.