

ATAC Meeting, July 24th, 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 Laura Gromis

District 3 Absent

District 4 Vacant

District 5 Gabriel Lozano

District 6 Steven Bradley

District 7 Absent

Mayoral Paul Marquez

Mayoral Vacant

Quorum Met

STAFF

, Andreina Aguilar

APPROVAL OF AGENDA

On motion to approve the agenda as is by Steven Bradley, 2nd Sean Zweifler, The agenda was approved with a unanimous vote.

APPROVAL OF MINUTES

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

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.”

None

PRESENTATIONS -

TASK FORCE REPORTS

World Day of Remembrance

Budget Task Force - Laura, 1st World day of remembrance is coming up this November, and I know we have a lot of time. But you guys know how it is. It takes a lot of time to organize things. World day of remembrance is usually celebrated in November on a nationwide scale. We've had 2 World day of remembrance events so far. So this would be a certain annual world day of remembrance where all traffic victims are remembered, and I wanted to start a conversation about who was interested in participating in a task force around World Day of remembrance. Any volunteers raise their hands? Okay, Matthew, wonderful. Anybody else at this point doesn't see anybody. All right. I was hoping to also talk to Joe. I haven't been able to reach out to Joe. Well, I have reached out. I just haven't

heard back from him yet. **Gabe**, So we need someone from the committee right? **Laura**, It would be good. Gabe, I'll do it. **Laura**, I haven't talked to Tony. I don't know if he's interested, so it would be good if you can connect to him and see if he or anybody else from FCBC is interested, and then Gabe is on the team as well. So I would encourage you guys to connect with each other. And I would. I plan on having this task force as like a standing task force until November. **Matthew**, Just a reminder. You've got a vote on establishing the task force. **Laura**, Okay, so can we vote on establishing the task force? **Steven**, **Motion to form a World Day of Remembrance Task Force, Gabriel Lozano, 2nd**, The motion was approved with a unanimous vote. **Laura**, So we'll have the World day of remembrance, task force. And so far we have Matthew's date on it. So we'll establish our World remembrance task force, and it's going to be part of our agenda until November.

Budget Task Force - Laura, Then we have as next the budget task force. We have a little bit. We've shared information with public works before on what we would like to see as part of the ATAC Budget which included funding for the League of American Bicyclists. We discussed this before. And I know this has been a back and forth with public works. We've provided a big overview of what this would entail. Actually, John Liu with Caltrans is our main connection. To set this up, we also have developed a coalition of the Fresno County Health Department, the Water Energy and Technology Center, FCBC, my organization to set this up, and the question is, we would love public works to attend, and we would love to see if there would be some funding available for this seminar. The Public Health Department is actually having some funds for this, and are willing to support this event for at least 9 people. The question is, can any ATAC funds be used to support this event? Or will there be no funding? Where are we at on this? And then, in addition to the LCI Seminar, we would also love to see some funding for our 2 main events, one being the world day of remembrance. One is the bike month activities for next year, and then we've discussed the PSAS. That would be needed. Wondering. I feel like we. We are still waiting for an answer from you guys so that we can get into the next steps. **Andreina**, I'm not sure if you saw my email that I sent probably last week. So ATAC doesn't. There's no set fund funding source for ATAC themselves or the committee itself. The funds come from a separate source, right? **Steve**, The reason is the same month it was every year. It's been notched out for only a decade. So we got away from that. **Andreina**, So currently, all the funds from that source are gonna be used for PSAS. **Laura**, Is that for the next or the current budget year, that stands for? **Andreina**, The current budget year. We can help fund the large events that you will be putting together, I assume, which is World Day of Remembrance or Bike Month or Bike Ride with the Mayor. Things like that for anything that you would need for those events. We would need a notification schedule items, vendors if applicable, prior to the event. I'm talking about maybe 3 months prior, because we need to get it processed on our end. **Laura**, So what kind of costs can be covered through that? So when we organize those events, there's usually marketing costs, and then there are some event costs. That can include prints, water and little snacks. Just wondering if just the prints can be covered. Can we cover water and snacks with those funds? Anything else that might be excluded or

included? **Andreina**, I believe we can cover the minor items like the waters. I know that was a request. Unfortunately, I didn't come in soon enough last time. Anything related to safety. **Gabe**, I remember Joe answering some of that stuff, and I think it contradicts what you just said on some of the water items and all that type of stuff. What's the criteria? **Jill**, you can always submit those requests, and we'll all run them. **Gabe**, Is it concrete 3 months? Because if we're doing November, then it's August or in July. So now, what do you need? As far as itemization or just general? **Andreina**, Itemization, How many products do you need? What products do you need? Is there a specific vendor pricing? We aren't even there yet. Can we use last years as an example? **Laura**, Yeah we have a budget from last year. The 1st item that you guys would need to work on is this budget. And I would recommend looking at what was spent last year. **Gabriel**, The other thing I wanted to ask about this is the annual report which is due twice a year. Shawn did it for 2 years. **Steve**, It's supposed to be in August is what she said it was going to be presented in August.

Andreina, it's tomorrow. Oh, it's tomorrow. So to touch up on that, it is tomorrow which is a reminder that it'd be nice for somebody to be there tomorrow. **Gabe**, I'll be here tomorrow. What is expected of me? **Steve**, It's just if they have any questions. So we have never asked questions. In the past 4 years that I've been here. **Gabe**, Can you send me a report just to take a look at it? **Andreina**, It's on the agenda. It's on the posted City Council agenda. **Gabe**, Okay, I'll read it tomorrow before I just don't like to read it, to recite without having to look back and forth. I've sat through many of the meetings, and I don't like looking like I am not prepared. **Laura**, Okay, let's finish our discussion on the budget, though first, so I understand that the funding is committed to PSAS, but that we can submit a request for event funds that we need 3 months prior to our big event, I think 3 months ahead of that. For the LCI seminar there's not going to be any funding available. We still would love somebody from public works to join us. Is there any chance to get somebody from you guys to be part of this training? **Andreina**, sorry, what training? **Laura**, Sorry the LCI, the League of American Cyclists safety training? **Steve**, Safety training so she can teach people to ride bicycles. **Andreina**, Right, so I know what the LCI training is. It's just the event information that I don't have. So if you could share that. **Laura**, can I just ask you to give us just a little bit of an overview of the time. Commitment. **John**, Sure. Yes, the Health Center Seminar. It's over a weekend. It starts Friday night for a few hours, and then it runs all day. Saturday half a day Sunday. It's kind of like training the trainers. So the students become certified to give smart cycling classes. So we've tentatively said, we're looking at mid-march, at the point where we're going to be holding the seminar. We are looking for a location locally, possibly at Fresno State. Like Laura mentioned, the Department of Public Health may be sponsoring 9 student locations, student slots, and they're going to look at appropriate constituents, partner agencies to fill those slots. We will also open it up to the general public. It's a \$500 registration for others to be part of it. We hope to also invite the Parks Department as well. To understand they may have some interested students. **Laura**, the goal of including public works, is to ensure that there is an understanding of what it takes to learn how to safely or teach how to safely ride a bike. Because, as we know, active transportation is not done by just having the infrastructure.

You need to have the investment in education and encouragement opportunities, and we believe that being part of this educational opportunity really increases the kind of empathy and understanding that it takes to really create a safe driving situation for all. So that's why we would love somebody from the Public Works team to attend and you might have to talk to others in the department. I guess a plea from us that we would love to have you guys in. **STAFF**, Would this be something helpful? I mean, like you said, like for design, part, because we do our capital department split up from the little works. So I don't know if somebody from that team might be interested, too. **John**, Yeah, just from personal experience, I find it extremely valuable, you know, from someone who's actually designing bicycle infrastructure. They really learn how it's you're supposed to use it. You know some of the issues when it's not designed as maybe as robustly as we like to. So you know, I think it's a very small investment. Really, it would have a lot of dividends if you are able to get, you know, some staff participating. **Laura**, So I don't know what the process looks like. But if you can have the conversation. **Andreina**, Yeah, we'll have the conversations and see if it's something that can be worked with on this budget. **Laura**, Okay, so just to finalize this, we don't have to submit a whole new budget. But for the events, we'll submit our small event budget to get it approved by you and ahead of time. **Andreina**, so just like the World Day of remembrance task force was initiated. This one would have to be dissolved. So you have to vote on dissolving the budget task force. **Laura**, Okay, so we dealt with our questions that we had on the budget. So can we dissolve this task force through a motion and a second, please motion to dissolve the budget task force. **Steve**, Motion to dissolve the budget task force, **Sean Zweifler**, second. The motion was approved with a unanimous vote. **Laura**, So are there any questions from the public, any comments on the task forces. **Matthew**, It's just more of a follow up, I think, maybe, for budgets. I apologize for that. But my only question is like, since there is money set aside already, for, like the PSAS, at what point? I'll just pose this to the question as a question to the committee, you don't have to respond. My only question is like, at what point does the money get used for PSAS? Again? I think it's been maybe a few years since Intac has worked on more PSAS. I'll just leave that. **Laura**, So where does the money get approved for the PSAS, or who is going to work on the PSAS. **Matthew**, My only question is that technically, the money's been dedicated already, and so my only follow up question is like, "Well when is that going to be spent like this year, this fiscal year? And then also, or when they like? Who, if the committee is gonna work on trying to produce those PSAS or any new PSAS this year. **Laura**, Yeah, that's a question for public works, I think. **Steve**, Our site budget has gone away. So it's just whatever we put in for. You don't have an impact budget anymore is what we're at. **Nick**, It's questions about it. No, I know. Yeah, it's a fair question, who's going to do their work? **Steve**, we have no idea how much money is allotted, either. **Andreina**, So public works would take over it just like the last couple of PSAS that were put out. Public works would take the lead together. **Steve**, Can you identify which PSAS you did? **Andreina**, They just did the class 4's. Which is what Joe Ornelas worked on. **Laura**, Was that the one with Councilmember Maxwell? Or is that a separate one. **Andreina**, I'm not sure. **Steve**, Is there a reason that ATAC members were not asked to be involved? **Andreina**, Oh, I don't know.

That was before I assumed my current position. **Gabriel**, Would it be a good idea for the person or the team doing that? If one of them fits a team they want them to go to the LCI class. **Steve**, I think you would like at least some input from Aj. **Andreina**, I think that would be a great idea. Steve, We did what 5 to 4 but public works refused any funding to help broadcast them or the Internet. **Gabe**, I just ain't did it. With the buses you riders, pedestrians and drivers. Taking it further you should consider all modes of transportation. I think they should be on point of the distribution. So there's a lot of things you guys need to do. You know where you can apply them at. Right? You put them on the bus right on the day and everything. I think that goes a long way. I think you should put them at some of the dangerous intersections, billboards, whatever, so that we get our bang for our buck. **Andreina**, I think that that's what we would do. We would lead the project and then bring it to ATAC for some input suggestions of where it is? Good change it. Make it like this. So yeah. **Laura**, would you be able, at our next meeting, to give us an overview over the schedule. If you are already more into the work, an overview of what you're looking to create. **Andreina**, If we get to that point by the next meeting, or I'm happy to provide an update, if not, as soon as we do get started on it, then I'd be able to come back and give you an update. **Laura**, Anyone questions on this item. **Gabe**, Well, it's just that. I want to let everybody know that we're getting towards the end of year. We go from 2 meetings at the end of the year to one so we're, gonna we're backing in a lot of stuff so **Laura**, I'm not quite sure If I understand you on the 2 meetings. **Gabriel**, In December and November, we defer a lot of items. So you know, make sure we can deliver that. **Laura**, Okay. Well, I think we were all clear that we would like to have a conversation about the Psas and Andrea and I was going to see where they're at on the schedule to act at the next meeting or the following. So in August or September at the latest. We'll have a conversation within ATAC about the PSAS. **Matthew**, Yeah, whenever we do get started. I'm happy to bring it back and hear from you guys. **Gabriel**, So we're already looking to roll this out by the next PSAS by early next year, Right? **Andreina**, I cannot answer that right now, because we haven't begun the planning. **Gabe**, Everybody's gone in the holiday season. **Andreina**, Understood. Our fiscal year runs till mid next year, so one year. **Laura**, So we've gone through a lot of questions on the task force, and we had some public comments. So let's get to the next point, which is the member reports and comments.

MEMBER REPORTS AND COMMENTS

District 1 - I do not have much to say but I am back to focusing on ATAC.

District 2 - This is my 1st meeting in person, officially in District 2. So I moved from District 4 to District 2. District 4 is where my office is. District 2 is where I live. It made sense to do this change. I think I actually had a lot of things while I was on vacation last month online. One of the things that I do regularly is walking to school. So right now we're on summer break. So we don't walk as much to school currently. But I had a very successful collaboration with my son's who were last year, and I'm

looking to do that again next year. I guess one thing that I would love to raise awareness about, or I have questions about is the connection to parking lots. I still see, like new parking lots that are getting developed in our city, and not very active transportation, friendly and sometimes very disconnected. I'm just wondering what the code says and how it's integrated. Is this just part of the development developer's task and done by developers is public works included in this at all? What efforts are done to make parking lots

more safer for pedestrians and bicyclists, which department does that even fall under? I don't know what efforts are there to make this better the situation to align those goals a little better. **Andreina**, so just to get a little bit more clarification.

When you say parking lots, you mean, like a parking lot tied to a residential development or commercial development? **Laura**, Commercial Development.

Andreina, So that would be the planning and development department. They have a municipal code, and general plan goals and policies that are listed in there. It has requirements listed for the developer to provide XY and Z. Connectivity for pedestrians, bicyclists, bicycle rats, location near entrance kind of thing. So that would be planning and development. Public works does not look at on site infrastructure. So planning and development would be your answer to any code. All right. Thank you. Yeah. So I guess my member's report has more of a question on that side. And for now that's it.

District 3 - Absent

District 4 - Vacant

District 5 - Okay, that's the one of the things I just want to ask about is Chestnut from Kings Canyon to Butler. I rode the bus and walked it. That project is not on the work plan. So that kind of surprised me a little. I went and took pictures. I looked at it and it actually looks really nice. So I just wanted to let you know that. The second thing. I was at the bus stop by Food Maxx, the last one on the BRT. There's a divot right on the concrete from the curb to the road. It's damaging buses. You have the new buses going there. I know the one on Shaw and Cedar was fixed right by WingStop. They need to fix that, not just plug it up. It needs some breaking the concrete road, and all that, because those buses are pretty expensive, and they drive over that hole. This is coming from bus drivers, the clients and me. I suggested that every existing and new project have at least Class 2 bicycle lanes. I also put a project that is located in front of Ventura Market. I would include trees, lighting, wider sidewalks and other improvements. It aligns with something I've been doing. I've been taking a lot of the health factors in Southeast Fresno, and I've been categorizing them by census tract, by zip code, that are within the Bus Rapid Transit, (BRT). This project not only aligns with the Safe Routes to school Program it provides a tree canopy for all pedestrians and cyclists. Some of the benefits could be reduction of carbonyl, improvement of birth rates, and more trees. We appreciate the projects on 8th Street and Butler and 6th Street and Low. The residents really

appreciate you guys. Yeah, I just like to add that I'm starting a walking group every Tuesday at 6 to 7 o'clock, and we got 20 people. We're going to walk down Huntington. So we invite bicyclists.

District 6 - It's kind of hard to follow that I don't have a whole lot right now. I'm sorry to see you no good a couple of FresGo things trying to fix the problems. They've extended the Copper Trail on Copper Avenue closer to Willow there, but there's no curb ramp onto the trail. It's just a flat herb. I FresGoed that, and I've also had to help 2 different people who were handicapped couldn't get up there. I know that's not necessarily the city. It's the contractor that's putting in that, but still is a major problem that needs to be addressed. And it's been FresCoed. Just so you're aware of that. Then, obviously, I had some complaints about Alluvial and Millbrook, which we all had been to the news last night. So I know that's on your radar as far as being unsafe for pedestrians and for car accidents. I think that's all I have for today.

District 7 - Absent

Mayoral - Well, I don't have that much to report on either today. Just noticed when I was on Vacation at Carson Valley health, you know. The speed limits were very low, and so a lot of recreational cyclists felt really comfortable riding out there. So that was just something I noticed while I was out there. The other thing I kind of want to maybe get some kind of briefing on the committee here to get a briefing on is that grant that was awarded to the city for the ability design guide. You know the type because the city probably has something already. But how? You know, just the scope of it, the schedule, and you know how you know when things are anticipated to be. Then they search for updates and then if perhaps the A-type or other stakeholders who's going to be involved in providing input. You know, it's important. You know, when I was in different jurisdictions, working for Caltrans. We had, you know, conversations with regards to flexibility of design for the cities and that type of thing. So you know, I think that would probably be a topic of interest.

Mayoral - Vacant

Laura, Did you apply for the mobility design guide? **Andreina**, So yes, we were awarded that about a week and a half. Now I believe it was just awarded, so it still has to go through the process of obtaining those funds. So that's going to take some time. But once it does become a project. I believe I am going to be the lucky one to lead those efforts, and part of that, and part of your charter is most definitely bring it to ATAC and have ATAC involved in putting that together. **Laura**, Wonderful **Staff**, FY. 25 budget wasn't awarded. **Andreina**, It was not awarded. It was awarded after the approval of the budget. So then there's, you know, things that process additional processes. **Staff**, amend the budget for it. **Sean**, Wait, I'm sorry. What exactly is this? **Andreina**, It's a mobility design. Guideline. Yeah. I believe Ann Seam

presented it when she came in a couple of months ago. Yeah, I or at least mentioned that we had applied for it.

STAFF REPORTS

South Central Specific Plan - Planning & Development Department - we have a presentation on the South Central Pacific plan from the Planning and Development Department, and I believe Michelle Zumwalt is the one presenting. And she's online. Can you make Michelle a presenter? **Michelle**, Well, I was pretty. I was really into what you guys were sharing. And I started thinking about things. I looked on Google Maps to look at some of the places you guys were talking about needed trails. Laurie, your question about you know commercial sites and pedestrian pathways. Some of that is also done by the Building and Safety Services Division. They have to have an accessible path to travel from the building to the street. So, but they aren't required to do a bicycle path. Believe it or not, even though you're supposed to have bicycle parking and the parking is, we also refer to public work standards for some of that.

Thank you for your interest in the South Central Pacific plan. It is now out for public review. We're closing the public review on the 31st of this month. So we're accepting comments. If you feel, have any comments, we'd like to hear that. I'm just gonna do a brief and try to get to what's most. of your greatest interest in active transportation are. Gonna just give some components to the plan and a brief history of the plan area will show you the boundary, the location, and the boundary and aerial image, because you. So you can kind of see what's sort of been, what's been developed and what still is vacant or agricultural land that could be built on and to make it a little clearer, providing existing land uses map and then give you the City Council resolution. Kicking off the South Central Pacific Plan shows you the plan land uses that we have today that we're proposing give you the vision statement, guiding principles and policies, and specifically those pertaining to active transportation. Then, some of the implementations which are pretty much reliant on the active transportation plan and then finish with a schedule. So the actual plan I should have provided a website. If you'd like a website, I can follow up and give that to Andrea along with my email, address and phone number. If you want to contact me with any comments. So the plan is composed of. We're composed of an introductory chapter and a lot of background information. It's actually a pretty interesting history of the area. Then the planning process and community engagement that led to the vision, the guiding principles and the policies that we

have in the plan in the land use, chapter and development standards were proposing the circulation chapter facility, chapter and implementation, and that was all supported by a market study. We have a community outreach summary. So you can see more detail of what happened during the outreach and what was communicated, and the City Council resolution that I'm gonna talk a little bit about. We had alternative plan uses before we selected the preferred alternative truck. We got study and health impact assessment, which you guys and I know, are familiar with in hydraulic analysis. So you know. So the planning history for this area back in 1918, there was a chain a Cheney plan that was done Cheney was his last name. I can't remember his full name, but at that time the area was planned for industrial use. I get into a little more detail on that in the plan. Then, all 5 Fresno plans have planned for that area to be industrial, I should actually point the area out. It's the part that's in the map to the right. That figure. It's the gray part at the bottom. That was during the general plan. There's a general plan map that was identified as a priority incentive area for development. It's referred to as the South industrial priority area. So that's the part we're doing. The specific plan encompasses. So just that you know, all 5 general plans since 1954 have to the present have proposed that area for industrial, and we had a north industrial triangle specific plan which is adopted in 73, and it had programs for industrial development in that area and the current general plan, like, I just said, it identifies it as south. Industrial priority area. Okay, so the plan area is, about 5,629 acres, 8.8 square miles. It's that part outlined in green on the map. Roughly two thirds of it is developed, and a third is undeveloped. The light brown area is what's in the city limits, and the gray is in the county. It's still within our sphere of influence and our planning area. **Steve**, I don't have magnification. Is this like that area down by where Amazon's at the? **Michelle**, Yes, Yeah, and that's called the North Point business park, I think we're Ulta and Amazon rep. You could kind of see it here. Normally, I can. If I'm giving a presentation, I can kind of point to things here. **Steve**, I just wanted to get to the general area, so I know what we're talking about. **Staff**, Here is 99. Here, this is 41 right here. **Michelle**, Right and then high speed rail lines are coming through up above 99. That's a high speed rail coming through vacant land. It's pretty significant. Through that area right now and then. There's rail lines. They're both up, BSF and Amtrak share the rail line. Then there's a scattering of rural residential. There's four residential communities, and they just happen to be sort of in the north is the southern part of like, yeah, is the southern part of Calwa along Jensen. it's a little bit

north of there. Well, anyway, I probably should have been there kind of to give you guys. So Calwa was sort of along Jensen, near the railroad tracks. Daleville is down near Ulta which is sort of the really light building at the bottom. That's Daleville and Orange Center Elementary School is down there just north of Daleville and there's 2 other neighborhoods to the far East and the far West in the north, and then other rather than other then that. There's a scattering of residential areas. There's some PG&E facilities, 2 fire stations, Highway patrol office down the headquarters down there. Maybe that's the, but it's substantially industrial. And there's some commercial near the freeways. There's Ag, there's a lot of Ag. Then, of course, the circuit, you know, major circulation are the major streets North and South, usually on a half mile to half mile spacing and 99 and 41 coming through. So we've kind of talked about this already. Let's go to the next slide, where you can kind of see it, maybe with the colors a little better. So the green, the dark green, is gonna be agriculture mostly, and some other open space kind of things like a ponding basin. Then the lighter green are rural residential homes. The yellow are single family residential. The red near the 99 freeway is commercial and there's one over there Yeah of Jensen. I think that's kind of the gist of it. You know, the gray, the dark gray is heavy, industrial. The light gray is light industrial. Then there are facilities like I said earlier are schools. Oh, you know what's not shown on there, we should update. This is the 1st responder center over at over at, says it's a big OA over there, do you? Can you see it a little bit right there? Scott, if you go? Okay, then a little to the left. There, that site, the big site at the northeast, northwest corner, right there is the 1st responder center. so we'll need to update that a little bit to the big property to the left of that right there. **Laura**, I'm sorry. What did you say the light green was? **Michelle**, The light green is rural, residential, which is, you know, usually one house on. You know, more than an acre site and there, and the white is vacant land, just yeah, just vacant. So that's really where the capacity is for development is really where it's the dark green and the and the white or the yeah, the white in the same area. **Laura**, Can I ask at this point, why is there residential? If that has always been zoned as industrial. **Michelle**, It's because a lot of it was developed in the county and Calwa, it was a county is a county island A lot of those are still in the county. Daleville is in the county. so we couldn't control what happened in the county. A lot a lot have moved out a lot that was there has moved out as industry has come in. Calwa was developed to support industry. It was like a little cottage community or industry. So let me see if there's anything else to share

on this. **Steve**, Is there any long term plans to absorb that like Calwa and all that into the city? **Michelle**, We would like to and from time to time we make efforts to these communities to see if they'd like to annex into our city. We can't make people do that. I know you have to., they have to want to do that. **Staff**, There are projects like the water main project that will help them with their water service, too. **Michelle**, Yeah, especially if they want to come in. There is longer service to those areas. But we don't have a sewer for them. Right now, there's about 18,819,000 square feet of industrial, which is about 30% of what we have citywide and there's about 400 homes. So with the 400 homes we estimate that the population's about 1,100 residents. **Gabe**, Jensen Avenue has been identified as an opportunity corridor. What does that mean to all this? **Michelle**, What was that corridor? What was the street again? I'm not aware of that. So I'm trying to think, what would we have? See? It's right on the boundary. So we're not really addressing **Jensen**. Except for yeah, except for west of the freeway. We're just showing more commercial, more commercial in that area and largely remaining industrial. **Gabe**, So you have the church station for the high speed rail. Where's that in here? I'm having a hard time identifying things here. **Michelle**, The high, the high speed rail station? There's not a high speed rail station. Over by Cal. Over by Cala. There's a rail, a rail station, but not a high speed rail. The high speed rail, the line. The line coming through the station will be downtown. **Gabe**, I mean the overpass. I'm sorry. **Michelle**, You know, it's part of that vacant land. I wonder if I showed it on another map? Let me see if I showed on, I don't know if I included the map that shows it. I'd have to get you another map to show the actual. But that is kind of where. Yeah, you're pointing, and then it comes to. It'll come. It's coming down through there. And then you could see more vacant land along between maple and cedar. Yeah, all that. That's where it's gonna continue down. **Gabe**, So that's west. That's west of East Avenue, right. **Michelle**, It's east of East Avenue. **Staff**, East is over here. High speed rails over here. **Gabriel**, I'm sorry I don't have my glasses, my apologies. **Michelle**, I do have. I'm sorry I do have another. I didn't realize high speed rail would be cause I didn't. I wasn't thinking of that as active transportation. So I didn't include that map. So this was sort of the resolution that kicked off us doing more public outreach and guided how they wanted us to plan the area. So the city council asked us to incorporate reductions in the zoning intensity of the undeveloped land near sensitive uses and sensitive uses are residential schools, parks. Religious facilities.

Hospitals are things for sensitive uses. So they wanted us to zone out. So you know, it was largely industrial. They wanted us to or heavy, you know, work heavy, industrial. They wanted things down so maybe to light industrial or business parks. So I'll kind of show you that. **Steve**, so they wanted more of a buffer between some of those things. **Exactly. Yeah.** So they asked us to do reductions in the zoning and then to, yeah, provide a buffer to protect the sensitive uses. So we did buffers both through the land use. We also did development code standards that prohibit certain uses or require conditional use permits for others, and a lot related to the trucks that are coming in and that equipment on site. There's, you know, we have a lot of development standards and mitigation measures. Now for this area to address the sensitive uses in that area. They wanted distinct lane use designations in the area and policies. Then, they want to promote, but still want to promote economic development. So that's why we did a market study to really understand what the demands are for this area. So here's the land uses, so you can see that the pink is a business park, and the little darker pink is a regional business park. The darker pink is, is, okay. Excuse me. The map on the left is what we're proposing. The map on the right is what is currently our adopted general plan. So you can see how some let's more. We, well first of all, we identified all the sensitive uses so all the residential we actually gave land uses to where we didn't before, cause we were envisioning this to be in an industrial area. We only kept Calwa in a little neighborhood in the far east. Now we've expanded that and we're identified all the rural residential. So on the, on the map, on the left. all the yellow in there is a little darker brown it is, that's all residential. So we've increased identifying where it will exist now. We're maintaining that, then we're providing Around those, the building, the business park. Largely, it's the business park serving as a land use buffer. The vision statement, which was a community effort, you know, and we had an advisory committee as well. So together they came up with this vision statement. They wanted the South Central Pacific Plan area to care if they want to be characterized by development that maximizes economic benefit with job growth for residents while reducing impacts on the environment and improving quality of life. In the document, I get into a lot of detail about how the plan is accomplishing that. I'm gonna kinda save you that right now, just because I know you want to get to X back to transportation. This is again guiding principles, being a good neighbor, high intensity land uses in the core diverse employment offers for existing residents avoid environmental neighborhood impacts. Freeways 99 and 41 are gateways.

Then the policies are grouped into these 3 categories, transportation policies. There's 13 of them air quality environmental impact policies. There's 36 employment community development policies. There's 19. The next slide will show you the transportation policy or the active transportation policies. So these are the policies for the plan. The 1st one is to establish and force truck routes to avoid neighborhood neighbors and consider existing road wing capacities and conditions. 2nd, was to ensure truck routes are safe for pedestrians and bikers, the 4th one is to expand bus area service and frequency and transportation policy. The 5th provides vans, shuttles, transit and carpool incentives and bicycle parking for employees, and the next ones to help school districts implement a safe routes to school program. Build, repair and maintain roads in good condition again. This is all from the community. These are all what they wanted, and they were refined by the advisory committee. Consider traffic calming studies, install traffic control or traffic safety measures to include bike lanes, install street lighting for public safety and visibility, install crosswalks and traffic calming measures near schools. Consider a funding mechanism to pre-fund infrastructure improvements prior to allowing development to occur. Improve and maintain sidewalks, conduct a traffic study during high peak times, Tuesdays and Saturdays, due to Cherry Auction to include potential road widening plans when designing and improving streets and highways. Consider measures to reduce traffic noise. Create a Green street, tree planting program prioritizing areas with trees, which would be this area. And then some of the implementing. You know the way we're gonna we're going about implementing is we're either implementing it through development code standards. And those are in the plan. Then to implement transportation policy one and 2, we're requiring the developer to provide a truck routing plan to and from the State highway system based on the cities. Latest truck route map to the greatest extent. Feasible loading docs, truck entries, and truck drive aisle shall be located away from nearby sensitive uses, and 300 feet away from buildings over 400,000 square feet. So one like I said, that was through the development code. Then there's another mechanism: we're going to implement some of the existing work. So we are gonna incorporate the recommendations in the truck reroute study and into the plan in August 2023. The fax knew we were new about our plan, and knew about this policy to provide more Buses, you know, bus routes to this plan area. So they got on it. They got some funding and they did some outreach, and they extended Route 34 into the plan area, and I do have a map I can show you, and they established it

as our 4th high frequency route with 5 min headway. Then, some of the rest of these are done through development and there is the idea that we'd like to see a Class 4 protected bikeway and sidewalk from Orange Center to Daleville neighborhood. Let's see what else the Public Works Department is working on an Urban Forest Management Plan. I don't know where that's at right now. I'm not. I don't know if it's done, or they're in the middle of it. That's one thing we're hoping to see more more streets on, more trees on the streets, and then as part of the if we're implementing and we're also implementing our implementation of the policies happening through our environment impact report mitigation measures and for the. For the GB 4 Policy as part of detailed site design. A landscape architect shall identify all locations where trees should be located, accounting for areas where shade is desired, such as along pedestrian and bicycle routes. So these are kind of the ones related to active transportation. So these are the maps. The map on the left., the map in the center. Are going to be very familiar to you guys cause it's basically we took this from the active transportation plan. We didn't want to propose anything new. We're willing to, you know, when the new active transportation plan is adopted. We can, we can change these maps to look like the newly adopted plan. We decided to stick with what was already vetted and decided on the community. Then, the far right shows the transit routes. you can see how 34 has been extended into the plan area pretty significantly, you know, comes all the way down now to Central Avenue and goes around to the North Park, North Point Business park area. So people live anywhere in the city. They could get down to this North Point center or even the schools to Orange Center. Now as a route to it. Yeah, exactly And so that's a 15 min route. Okay. So here's our schedule. Like I said, right now we're in the public review period. We did have a public open house on July 11th. We got a pretty good turnout, even though it was pretty hot. Anna Andrena did a good job there. Then, July 30, August 5, the city will review the public comments that we receive and on the plan EIR and from Aug. Our goal. We just don't know how many comments we're gonna get and how long it's gonna take. But our goal is by August 6, from Alex 6 to the 26th we'll be preparing the final plan in ER. Anyway, the goal there's all about process. Our goal is by October 16, to submit it to the planning commission for their recommendation to the Council, and then in November bring it to November on the City Council on November 21, st for their consideration of adoption of the plan and certification of the EIR. What our goal is by October 16, th to submit it to the planning commission for their recommendation

to the Council, and then in November bring it to November on the City Council on November 21st for their consideration of adoption of the plan and certification of the EIR. So this is our schedule. **Gabe**, I have a lot of questions. How does this relate to the West Central-specific plan? The central copy-specific plan? **Michele**, That's funny, cause I have a map for that. But I didn't. I wonder if I can. **Gabe**, The reason I'm saying, I guess you came to Atag because of the different modes of transportation. You said that the 34 was going, and so forth. So I assume you're looking for recommendations and bike lanes and tree canopies. You mentioned all these plans? How does this relate to the general plan? **Michelle**, the routes, or what? What part? **Gabe**, Well all of it. **Michelle**, That's all. It's all based on the general plan. Then we've only done modifications. So this is a chance to drill down a little bit further. The specific plan allows you to drill down a little bit further, but it is based on. So in the plan. We talk about how the plan follows the general plan, and we cite the different policies and objectives from the general plan. And the general plan identified this area as an incentive area. So a priority incentive area. So in order to do that, we needed to have a plan with an environmental impact report for developers to be able to develop here without having to do an environmental impact report themselves. So it's kind of, I would say it's part of the general plan, but it's sort of a drill down now, an opportunity to get into more detail. **Gabe**, So my other 2 questions. We can ask this. I can send emails. But you're in contact with like Caltrans and the high-speed rail. Because this directly affects this type of plan. The second thing is this is just a plan. What are the funding sources for all this to make it happen? Yeah, well, exactly. It's a plan to help further development in the area. So there might be policies. There might be policies that we would pursue funding for. The plan itself requires any special funding. We're not proposing any new project, we're just proposing to prepare the area for development. **Laura**, Okay, thank you so much, Michelle, for the presentation as you provide the overview over the existing and planned active transportation. I do not see any Class 4 included in there. To go a little bit more into. Why, we don't see that, because this is something that we really like to see around. **Michelle**, I mentioned it between the school and Daleville. I did mention that I think, at the time when we were preparing this, the idea was that we would just work with the active transportation plan. Could start, we could provide that feedback to the manager. I mean, you. Andre, who's working on the active transportation plan. That's what I thought was right. I mean, I know you've got it. Sounds like you got a lot on your plate. So is that underway? Has

there been any public outreach on that? It hasn't begun. Outreach hasn't started, but the plan has begun. There will be, though. So you know, if any additional routes class four's three's two's would be evaluated with the ATP is what she's saying there. It's something that they wanna, you know, propose it on here to make changes, especially since the ATP update is right now. Yeah, I guess we're kind of following. We're following the. We didn't want to make a new planning effort. We didn't want to compete with the active transportation plan. We'd be happy to help out with the, you know, outreach efforts in this area. But, we didn't want to know that it was underway. And so we referenced the update to the active transportation plan. **Laura**, Okay, well, wonderful. Thank you so much. And we'll have to. Yeah, we very much appreciate the integration of the ATP in this. One of the reasons why I was very curious about this is because a lot of the businesses in that area have employees that are mobility challenged and dependent on transit or active transportation to get to work. How much outreach have you done to these businesses and how? Yeah, what focus is there and implement projects that benefit these transportation. Challenged employees in this region. **Michelle**, Gosh, Flora, I I have to be honest with you. I wouldn't say that we were focused on that. I think we were focused a lot on the land uses and the sensitive receptors cause. That's when you, the community, never really spoke to us about mobility challenged individuals. And addressing that, I think we're always, I think we're kind of working with the leads that we're getting from the community. And they were really focused on, you know, air quality and emissions. There was this sort of thing, expanding bus routes in that area. And so we did that, and I know the buses are equipped for mobility, challenged individuals and and of course, any infrastructure that goes in has to meet state requirements for accessibility. Any proactive it's not. It wasn't. It's not a policy. Yeah. So it wasn't something we heard from the community.

Andreina, To add on, I think those are great conversations to have now with the Ap. Right, make those connections with the community, the industry to hear those.

Michelle, I actually didn't even hear that. But I mean, knowing that now and again, I'd like to be happy to help out with an active transportation plan in that area, you know, outreach. **Laura**, Okay, yeah, we can reconnect on this. We had a tour of one of the facilities. Actually, Matthew was one of the attendees as well, and we've heard there from the employees that this is. For their employees, and I know one of the supervisors was very concerned about that part, and was really aware that the employees have to take the bus or walk a little bit to get to work, and there was

a big concern. I heard this actually from the manufacturing alliance this week as well, saying that some of their members even buy cars for the employees so that they can safely get to work. So there might be like a conversation that was missed, that should. **Michelle**, Connection. Yeah, I mean, I wouldn't. I wouldn't mind if I knew the businesses, or I wouldn't mind reaching out and finding out if route 34 has been helpful at all. I'd be curious to follow up. And yeah, find out if the one thing that we have done, you know, has helped them, and if they have other recommendations, you know, I mean, we do talk about Vanpool efforts. But again, it's working with the businesses to implement that, you know, trying to encourage the businesses to do these sorts of things for their employees. Yeah, the business. I've talked to Kagia and they have a large number of employees working on their facility. So happy to make connections if you don't have them yet. To see if there's any room to provide input in your efforts. From that team, definitely look forward through the ATP to close some gaps. **Gabe**, FAX designed its routes on points of interest, but you don't cover the X-axis Y-axis theory that a lot of other cities do. So. I think that that would be maybe not citywide. But this would be a good area to cover, because I think one bus isn't going to do it. I think you're gonna need some other buses there. I ride the bus every day. I put in about 20,000 steps a day. I understand what Laura is saying. Sometimes I got to walk with no sidewalk without shoulders, with cars coming past me, California Avenue, west of Cedar is like that.

Michelle, West of cedar, that's over here in our plan area or near it. It's just north of it. **Laura**, I would also encourage you to look into a study that the Transportation Institute at Fresno State has done. They've done a survey based on cell phone data, on active transportation usage in the city of Fresno for pedestrians, and bicyclists. The highest usage is for commuting and there was a lot of activity in the South east area. But they might have some data that covers this area as well. I don't know if you're connected to Dr. Ali Taik, but he might have some interesting data that could help with this, because I would assume that there's going to be a higher traffic volume for active transportation during the commuting times. But this is the industrial facilities they might be beyond the 8 to 5 kind of work day. But that might help with any bus plan, development questions or so, or the need for more services in that area. **Michelle**, Do you have? Do you have that plan? Is that something you could send to me? **Andreina**, Michelle. I can get that presentation to you. **Michelle**, Yeah, I'd be happy to review that. **Laura**, they might have some more background data upon request as well. **Gabe**, You know right there. Yeah,

right there on East Avenue you have that company, then that Butler Park here, not Butler Park, but right behind Ventura market all that was built. Those homes were built for those workers back in the day. So then they would walk. That's a good example. **Michelle, Right?** Yeah. It used to be that. You know. You live near where you worked, you know. **Gabe**, Use as an example, to follow the mistakes and update the approach and the modes of transportation. **Michelle**, So that's a little hard, though, because we're not planning for more residential down there. We're just trying to be respectful of who's there now. **Gabe**, I assume that's where a lot of those well, a lot of your skilled workers come in from. That's where a lot of those companies are going to workers travel from the southeast and west side. Anybody that comes from up north is going to either. Come through cars, electric bikes, and buses. They would spend all day getting there from up North. **Michelle**, That's right. Staff, Does that Amazon share, like where all their employees live throughout the city. **Michelle**, That would be interesting right? I don't know. I don't even know if they disclose that but that would be good to know. **Steve**, I know there's a lot of employees that live in the district of Tampa. **Laura**, I was wondering, on the active transportation side of this plan. Have you received any pushback from the community, or how has the community embraced? The way you've been advancing active transportation policies through this plan? **Michelle**, Well, I think I know that the residences would like to see more sidewalks. From homes to like the school, the Orange Center School. The thing is that I mean we can show it. But

let me see, let me look at our plan real quick, because again, we're following the active transportation plan. Yeah, right now we are showing bicycle facilities but we're not showing sidewalks. So that's something that we probably should get into the active transportation plan. Again, once that's adopted, we can update our plan. Right now the ATP shows bike facilities, but not walking, and that side has new sidewalks. That's what we do hear, We hear more of a desire for sidewalk connection, where there's gaps. **Laura**, Okay, do we have any more questions here? **Sean**, Yeah, you know, I'll be brief, because it seems like, you know, in terms of active transportation. You kinda are just waiting for the ATP on that. Since we're talking about it, you know, I actually ride my bike out here fairly often, and a big issue for me that I've noticed is kind of getting in and out of the area. Getting across Church over to Cherry is pretty nice. Other than that, you know. A lot of these like freeway crossings and a lot of the railroad crossings are, you know, very

uncomfortable and very unsafe. **Michelle**, Oh, I bet. **Sean**, This is obviously more of a Caltrans issue. But you know, since we're having this conversation. Something that I did wanna bring up. You know you have a lot of. I would assume a lot of the people that work here, or a fair amount, you know, I should hope, are coming from Calwa and Southwest. Fresno, and, you know, given the infrastructure that's in place here. It's. You know, it can be really difficult to access beyond this, and once again, this is an ATP issue. So I won't belabor the point. This whole area I feel like is really good potential for Class 4. You know, you're talking about very limited driveways, very limited conflicts. Class 4s Are really difficult to put in in a lot of areas. I feel like, you know, a situation like this, where you have these huge warehouses. Very limited number of driveways, and then, like really big trucks passing you by. Honestly, I'd love to see, you know, from Church to the end of this, planning the whole length of this planning area along Cherry, I feel like it is a no brainer for Class 4. East Avenue is a no brainer for Class 4. You know some of these East, west routes. I think there's a lot of potential for Class 4's, obviously, if you reiterated a number of times, that isn't something that you super dug into. For me, that's something that I would really like to see. So I guess I'll just leave it at that. And then also I was wondering. There's a rail line, and this is once again an ATP thing. But there's a rail line south of Annandale there that goes east-west, and then crosses over the 99. Do you know? Is that line still in use?

Steve, The one that goes east there. **Sean**, Yeah, just south of Annandale and I guess in the ATP it's listed as a potential Class one. construction stuff there. But I mean, our people. Is it actually being used? I've seen it used. But it's just a local car loading spot. **Steve**, It's not a full-time job every day. **Sean**, Yeah, since it probably isn't something we're going to see as a class one anytime soon. **Michelle**, No, no, no, I see what you're saying. No, not not likely. **Michelle**, Yeah, I'll even see the rail just sitting on that line, and then I don't know. Then they come back and get it. I'm not sure why, it's just sitting out there. I've seen it taking a picture of it before but yeah, so they're out there. **Steve**, I'll get stuck there once after class for about half an hour. Then once again, ATP issue. But you know, I've always felt like Golden State is a really good opportunity for a class one. There's already kind of a class, one section kind of between church and Jensen-ish. So just something I wanna throw out there. Since we are having this conversation, I know this doesn't super pertain to the work you're doing. But since we're having this conversation. I thought it was worth mentioning. I'll leave that at that. **Michelle**, It's all good information for

the ATP, and then and then we can. Maybe after that's been adopted, we can go and try and update our plan to reflect it. I think you have great ideas. I mean Class Fours is fantastic. I mean, I was in San Francisco last May and I used to live there a few decades ago, and I didn't bike a whole lot there. There wasn't really what the infrastructure they have now, I mean, I literally was right there on the street, and there has anybody biked in San Francisco before. Yeah. really amazing. The class 4 that they have there. I mean, I was able to get all over the place. But yeah, so I mean, I think that'd be great. I'd support that and of course they're asking for it down, from at least Daleville to the school. **Sean**, Yeah, I just think it'd be worth extending it, you know, as far north as possible. I just, you know, in my experience riding out there. You know you have. You have some pretty big trucks going by you fairly fast, and then, you know, I don't really ride when work starts and stops. I imagine it's pretty hairy around then. So I just, I really feel like it's a no brainer for Class 4 s. Out there. **Michelle**, That's a good idea. So we'll follow. We'll follow ATP's lead. **Laura**, I don't see any question anymore. So thank you so much for joining us. Michelle and I look forward to following up on all the things that we discussed, as well as finally working on the ATP, so that that gets integrated into your plan. Thank you so much for your time tonight.

ATP and Vision Zero Update. We've gotta be somewhat brief, as we have the room only for a certain time, and we still have to shut everything down and exit. So atp and vision 0 update both projects are actually working on their outreach and engagement plan. We're bringing both consultants together to bounce ideas off of each other and make sure that both engagement plans work with one another. Kind of maybe piggyback off of one another. Make sure that there's the least amount of overlap, so that everything runs efficiently and we can use the sources as best possible. That's the current status on both of those, a reminder that we still need an ATAC volunteer to serve on the task force for Vision Zero. Laura, you have joined the ATP. We need somebody for Vision Zero. So if you'd like to volunteer, please let Laura know, and she'll let me know, as far as the ATP comments that we've received during the session just now. I've been writing down notes. Please revisit the conversation once we get started on stakeholders and meetings. **Sean**, actually, I have a question about that, you know, in terms of the committee. Have you guys reached out to Fresno County Bicycle Coalition or Fresno Cycling Club to serve on the Advisory Committee for the Atp, because I know the last time you both organizations were involved. **Andreina**, so formal invites haven't gone out but I believe they are on the list to serve us as the stakeholders. **Nick**, Did I hear you say formal invitations that have not yet gone out? City is rather slow. The contract the ATP was signed, what 2, 3 months ago seems rather slow forming the steering

committee. **Andrena**, I'll try to speed up. That's all I can do. **Staff**, because we're short staffed as well. We're short of staff. **Nick**, short of staff, because the ATP was scheduled to be done, what 12 months after the ATP?. **Andreina**, My recollection, which made me wrong. The scope of work that I've read, which was in the consultant agreement, was attached to the agenda item was for a twelve-month-long contract that would be dated from the notice to proceed. So I believe that 12 months was the goal. We set up the agreement to give us some wiggle room if needed, because we are short-staffed. **Laura**, Nick, we respect you very much. You're still a member of the public. Let's do it next time. Just wait for the public comment period. I would like to stand up for Andre now, when this process was started, there were more people on the planning team of public works. So the situation has changed but we're still moving forward and thank you. I know there's a lot on your plate, Andrea, so. But I appreciate your concern on the timing, and just to just ensure we close the question from Sean. Not all the organizations have been invited yet. Fresno, Cycling Club and FCBC. Will be on the list. I also would like to know if it could still be a point like an alternate for ATP or Vision Zero positions from ATAC. Is that gonna be possible? **Andreina**, So I recommend for you to have an alternate. Yes, because if, for example, ATP, if there's a meeting you can't attend, and you'd like to have somebody stand in your place. That's what I definitely recommend doing. **Laura**, Okay, wonderful. Well, I would recommend that unless you have any more updates that will go into those details next time and again, if you would like to volunteer for the Vision Zero task force or committee, please let me know. I'm glad to hear that we can have alternatives. So we can discuss this as well. So do we have any more questions from the Committee on Vision Zero. ADP.

Traffic Collision Report Andreina, Okay? So from PD, we received the collision data for this last month. Which was included here between the start of the year to June 30th total collisions. We have 1,914. Pedestrian related are 1,23 and bicycle related are 70 in comparison to last year, same time period. Last year there were less collisions. Last year was 1982. Pedestrian related. Is also less at 135, and pedestrians are more. I'm sorry bicyclists are seeing an increase from 57. **Laura**, yeah, it's unfortunate to see those table numbers. I think I can say for everybody here that it is pretty striking that those numbers continue to go up. I mean, the total collisions did not rise, but it seems like our collisions are more deadly. **Gabe**, Any death is bad. But how much is it? I don't know if we can grab that. Is it because the number of bike lanes has increased? Is it because the number of people on bikes has increased? I can tell you from my experience, some just care about its behavior. **Andreina**, hopefully, I mean, we expect that the Vision Zero Action Plan will analyze that and give us answers on why this is happening and how we can address it. **Sean**, I don't know if it'd be possible to get, you know, data from PD, as to how many of these are e-bikes. And how many of these are, you know manual bikes. I'm curious if that has any impact. I mean, when you're dealing with such small numbers. I mean, it's just a kind of variable. So I don't know. I don't know how much to really

read into this, but I think it's something we're thinking about. **Matthew**, Only thing I'll note is that I found an old headline from last year when we did World Day remembrance, and that at least at that point in time, November 19, th 2023. We had like 27 names at that event, at least, just for that year. So we're getting so we're already like 21 this year in July. **Laura**, Thank you for putting that into perspective. Yeah, it's sad to know that 21 people died on our street already this year from January through June that walked or cycled. **Gabe**, So so last year we had 21 at this point. **Matthew**, 21 now, and 27 in November last year at this point last year.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=605099bd-bcac-4920-9599-44f67f77648d.pdf>

ATAC Work Plan - Laura, I think, to start it off? I was asking about the Southwest Fresno trail. And since the Tcc. Grant is at its end and the Southwest Fresno trail is not built. That is using that grant fund. How is that working together? **Andreina**, Okay, so yes. First, thank you for letting me know in advance about what projects you wanted. More updates on. So one of them was the southwest Fresno green trail and cycle paths, also known as Fanning Ditch. Item O on the work plan. So I reached out to our grants. Administrator and asked, and the project manager on it. It sounds like the Grant expenditures are good until October 2025. So yes, it's not built yet, but they've got some time. Still, this project is supposed to tie into or make that connection with the California Complete Streets Project. Which is the second project you asked about. Let me go to my notes. Okay? You asked about grant funding on that one. That one was funded by CMAC. Grant along with Measure P Local match. I'm sorry, Mister CI was moving on to the next note here that grant funding was for preliminary engineering design, right of way and construction, so that should cover from the start to the end. The project manager indicated that they're currently working on the project charter. It will then be put out for advertisement and they're shooting for construction in late 2026. **Gabe** The update, Cedar from Jensen to Church Avenue. From what I read, you guys acquired all the land, and then it's going up for bid, and it looks for a target to be awarded. If I remember right in January? **Andreina**, right? Okay. We have to check with the project managers. So just a reminder to everybody. If there is a project that you'd like more information on. Please send me the request ahead of time. **Laura** sent it to me 2 weeks in advance. That was perfect. It gave me enough time to actually get with everybody that I need to get information from. But if you'd like, I can get that information for you. And that was Cedar Jensen. **Gabe**, Along Cedar from church to Jensen. The original project was from Butler to Jensen, but there's some gaps in there. Some work's been done around Sequoia, and I think that that's the next one. The next part of it. So from Hamilton to Church hasn't been done. I think the next one you guys were acquiring land, which is in the bidding process, is until we'll be awarded in January. That's the last I heard. **Sean**, I mean, I didn't. I didn't put this in. But do you know what's the timeline for Blackstone around all of there? **Andreina**, I have something for the next meeting. **Laura**, yeah, just a reminder. If you guys before the next ATAC meeting, if you can have a look at the work plan and send

your questions ahead of time to Andrena so that she can look at the answers and connect to the project managers. And also, if there is more interest in any item on the work plan we can put this on the agenda if you let us know ahead of time. So I think, like 2 weeks before the meeting, we need to get the request so that we can include it in the agenda.

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ADJOURNMENT

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

The above minutes were approved by unanimous vote of the Active Transportation Advisory Committee during the August 28, 2024, regular meeting.