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From: anthony molina <molinaa.fresno@gmail.com>
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Qualification for Cares Act funding requires that expenses be:

“Necessary expenditures incurred due to the public health emergency to address public health needs and the economic impacts of the pandemic on citizens and businesses.”

Conspicuously absent from the proposed CORONAVIRUS RELIEF FUND STRATEGIC PLAN budget is mention of addressing the increased need for expanded and safer active transportation options for biking and walking during the pandemic. You may have observed as I have, increased numbers of people biking and walking for essential transportation as well as for healthy exercise. At the same time there has been an uptick in traffic collisions despite the shelter in place, as drivers have taken the advantage of reduced traffic to speed. And now with reopening, traffic has been increasing with increased potential for collisions.

Many other large California cities have responded to the COVID-19 crisis by augmenting safer active transportation opportunities for their residents, so-called “Slow Streets” and other temporary interventions.

As you may know, City of Fresno’s Bicycle Pedestrian Advisory Committee’s Slow Streets Task Force, with the support of the US Green Building Council of Central California, Every Neighborhood Partnership, numerous other professional, community and faith-based organizations and individuals, has submitted a petition to Mayor Lee Brand and the City of Fresno to address the increased active transportation needs of the public during the Covid-19 pandemic.

Given that decades federal and local policies have left Fresno's low-income communities of color with marked disparities in basic transportation infrastructure, it is imperative to ensure we're addressing the needs of our most vulnerable populations many of whom depend on biking and walking.

Increasing access to safe active transportation infrastructure creates space for social distancing, allows for healthful exercise, helps balance inequities in access to green space, improves air quality, reduces speed on the streets, and prevents speed related collisions.

We are asking the Mayor and City Council to include funding for a Fresno Slow Streets and support our request for the city to work with Public Works staff to develop a strategy to implement traffic measures that would qualify for CARES ACT funding in so far as it address public health needs and the economic impacts of the pandemic on citizens and businesses.

Anthony Molina, Chair of the City of Fresno Bicycle Pedestrian Advisory Committee Slow Streets Task Force, District 2
BPAC Representative