

# ATAC Meeting, April, 24th, 2024

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

**Roll Call:**

**District 1 Absent**

**District 2 Laura Gromus**

**District 3 Julie Congi**

**District 4 Vacant**

**District 5 Gabriel Lozano**

**District 6 absent**

**District 7 Edna Pedroza**

**Mayoral Paul Marquez**

**Mayoral Vacant**

**Quorum Met**

**STAFF**

**Jill Gormley, Andreina Aguilar**

## **APPROVAL OF AGENDA**

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

## **APPROVAL OF MINUTES**

On motion approve the minutes **Gabriel Lozano** by , 2nd **Julie Congi**. Minutes were **approved** were approved with unanimous vote, with the correction that **under Member Reports and Comments**, the revision to sentence on **Page 19 of 24** under **Mayoral**, “ “But the other thing I was thinking about is Chinese legends ride and folks who’ve gone on have seen certain things” by deleting “Chinese legends” and replacing with “these planned”.

ATAC Meeting Minutes - February 28, 2024

<https://fresno.legistar.com/gateway.aspx?M=F&ID=3fcee952-94dc-492e-9ae5-1e749842901d.pdf>

ATAC Meeting Minutes - March 27, 2024

<https://fresno.legistar.com/gateway.aspx?M=F&ID=21b740ba-ab5b-4b5b-a08f-b76f0148b3e0.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.”

**John Liu**, - My name is John Lou. I'm the deputy district director for a Cal-Trans District 6 division of maintenance and operations. I think about a year and a half ago I reported to the BPAC about having funding available to do low-cost improvements through interchanges. Such as you know, adding bike lanes or adding green paint to existing bike lanes. So we are proceeding with a few improvements at Ashlan, and 168, we have a location in Clovis, and then we have a separate project that's going to be adding bike lanes at Tulare Avenue. We do have some additional money that has become made available to District 6, but it's first come first serve for all districts. I did get some feedback from our Fresno County bicycle coalition members. As to what other locations, potentially we could be improved. Some of the locations that were brought up were 41 and McKinley 41 and Friant. 180 and Fulton was also brought up. In general, the 41 corridor is very difficult just because there aren't any connecting bike lanes and there's some constraints. So all those locations are a little bit problematic. For maybe a little bit easier is along 168, and other locations along 180. So we are looking at adding green bike lanes or or adding paint to the bike lanes at Clinton and 99. I just want to see if there was any additional feedback from the ATAC members. Are there other potential locations that you'd like to see improvements? For instance, Cedar and 180, we potentially could be adding green paint to those bike lanes. Similarly, Chestnut and other potential interchanges. So I just wanted to see if there was any feedback or any suggestions. **Paul**, Just as far as getting feedback or input from ATAC. Is there a time that you guys are looking at for getting that input? **John**, Yeah, time is of the essence. As I mentioned, the money is first come first served. So we are trying to get the locations and a cost estimate to our headquarters by the end of the week. So yeah, there is not much time. And then any suggestions. I'll also be running by city staff. To make sure they concur. Because whatever enhancements we will be putting in, the city will have to maintain them. **Laura**, Is this just for District 6, or is this for all districts. **John**, Cal-Trans District 6. Anywhere on a State highway right away, so it could be an interchange. It could be just an overcrossing that does not have ramps, but it has to be within state right away. **Laura**, Do you have a map that you could potentially send, and just like a blurb that you could send to Andrena so she can send it to all the members, and we can get back to you by the end of the week. Would that be possible? **John**, Sure I could do that.

**PRESENTATIONS -**

## **TASK FORCE REPORTS**

**Bike Month Task Force - Laura**, we are for bike month planning the bike ride with the mayor and the bike to work day on May sixteenth. The bike ride with the mayor is on May fifteenth, and then the bike to work. Day is on May sixteenth. Paul, do you wanna give an overview on what the agreement is with the mayor? **Paul**, So, as Laura mentioned, we've been focused on riding with the mayor as well as bike to work day. With regards to the mayor he is available for the ride on the 15th of May at 3PM. We're going to try to do the 5 Mile night ride. We're getting confirmation from any of the Fresno City Councilmembers, and I believe the County supervisors as who will participate. I believe Diana Gobes is the District 6 Cal-Trans. Director will be on hand at the Press Conference. So we've been really active in this part of it. In addition to the 5 mile bike ride, the mayor should believe it could fit in his schedule, and will be available from about just before 3 until hopefully until 4, 15 or so. We do need to get some fitted on the electric bikes folks. Do you know who reserved an E-Bike? The bike ride goes from downtown up to the Tower District. Julie put together a nice flier which is the nearest office. It is really good, and we'll share starting in May. It highlights the bike ride with the mayor and on it it does have a logo. Julie's done a number of flyers that are catchy on hand that she could share with folks at the meeting. I think in addition tomorrow, Julie and Tony will be in the meeting. Matthew Woodward has been key in the discussion of coming up with ideas of how to make this a really good event. So we're looking forward to that but it's not the only that. Everything is kind of compressive in that bike to work so bike to work day and in this case, we're also looking at bikes. Mathew has brought up working with FAX on having free free bus rides for some other bikes. I think they just have to show a flier. **Matthew**, I think we were clarifying what the process would be, but, in short, I think Fax was very interested in collaborating on that having it so that if you are trying to get around town on bike to work day. You need to ride the bus with your bike. You can put your bike on, and then presumably ride for free. We have a meeting with Fax tomorrow. To discuss further details, including collaborating on a social media post. So we'll see how that goes from there. Also just for the record, Matthew, Woodward. I'm only noting that because I think Gabriel brought it before the meeting started. We should all try to speak into the microphones, including giving public comments to help him when he's doing the minutes. **Laura**, Alright wonderful! Thank you so much. So for the bike ride with the mayor. We have the mayor confirmed, we have councilmember Kabasi confirmed, and Councilmember Chavez. We are working on hopefully confirming

Councilmember Anna Lisa Perea cause the ride is going to her district, As Paul mentioned, we are working, partnering up with a Black Chamber of Commerce and the ebay sharing program to provide for those that would like one at the bike ride sign up is available at the Frazer County Bicycle Coalition. Julie printed out some great flyers so people here can take them and share them on their social network. And we really would love if there's any bulletin boards in the city. If this can be added to the city bulletin board, would you be the right contact person for that, Andrea for a city bulletin board. I believe you can come through me, and then I'll find out with the city clerks if there's anything within the city that we can do but also feel free to send me those. So we can list them on the ATACFacebook. **Julie**, Sure, I was also in connection with the Sure. I was also in connection with the

ABC KCE, and I'm gonna be probably interviewed about May's bike month, and I can speak on. Be speak about Mayor, the mayor ride, and it'd be I could do it on behalf of that. I'm probably gonna do it on behalf of FCE. You see the whole thing but I can totally bring this up, which I want to do. **Laura**, yeah, absolutely. Yeah, wonderful. Thank you so much. And I think it's important to just stress that the second annual bike ride with the mayor. Just for the record It's our goal to get as many people as possible out there as possible to ride with a mayor and really take over the street and show. You know that there's a lot of people biking in the city that are excited to partner up with. The city officials are making safer streets possible. Alright so we'll get an update on a FAX. The goal is to have free bus rides for all bike riders on the bike to work day bike and walk and bus to work day. Do you have anything else on Bike Month? **Paul**, Just just to let you know that the flier that you that was our student for the bike.walk to work day. I don't know if you have a copy of that, too, but it's something that's been worked on simple. It hopefully catches the eye of people. Whether you know what the color is and that type of thing. There's effort that was put into that. So that should definitely be, **Julie**, utilized 2 different things like cause ATAC is not really doing bike to work day. **Laura**, Yeah, I think our goal is just to promote it. Yeah, I think our goal is just to promote it. So for bike to work day I would love for you all to share information that it's happening on May sixteenth here, locally with your council members, and the goal is to encourage folks to be part of the bike to work day through your contacts. We are gonna send that out to businesses and encourage them to bike to work. So the goal of us creating this logo is just to have a little snippet that people can include if they want to to promote their own bike to work day. **Julie**, Right, I just wanna excuse me, I just wanna be clear because I feel like this is 2 separate projects. So bike to bike, bus and walk that your little fly, your flier that can once Matthew and Tony meets with FAXs, and they

approve. Hey, we want to be on board. Then we should make that separate flier. Is ATAC gonna be on that flier or is this gonna be a tag thing or are we gonna just keep that separate. I'm not sure what cause we were just doing our main right, and then kind of added this last minute, which is fine, and the FAXx thing, which is a great idea to get more people to use public transportation instead of driving. That's where I kind of wanna be more clear in some direction. **Laura**, Okay, yeah. If I may. So our F committee, our goal is to create a more active transportation, friendly city that includes providing input and city plans. Encouraging bicycle and pedestrian activities. So just advancing the cause of active transportation with our bike ride with the mayor. We are looking to just raise awareness for bike riders on our city streets and have fun out there with everybody involved in making safer streets happening in our cities, and also provide the opportunities to get elected officials out on our roads on the bike to really fear what it is to bike, ride in Fresno. So the the Bike to Work Day is something that we as ATAC promote to the city and the different organizations that are represented in a tag if they choose to do so. They can also share that information with their constituencies, just like FCBC does. So that we get as many, you know, participants in this day as possible. **Julie**, What I'm thinking about is your graphic when we speak with FAX, when you guys speak with FAX that graphic should go with at your meeting to approve that logo and say we wanna use your logo and their logo and active transportation advisory committee and her the Green Council, the Acronym, sorry that the acronyms wrong, can be on there. Is that just because the meeting's tomorrow? And so you can like, tell them all. **Laura**, the goal is to have something that could be easily usable, you know, for a variety of businesses and individuals so absolutely the goal is to share it with FAX. I'd be happy to give you the printed copy here and share an email copy as well. And, I can send you a version of this as well. **Gabriel**, I'm with Julie. Is this an ATAC thing? The second thing is that last year there was kind of a little follow up on getting the word out. We have to look through the mayor to ask them just what type of what we're gonna be doing? Or can we just go as a committee to do it? Because, like. I have some suggestions, Channel 30 has a community page or send a press release to all of the stations. **Gabriel**, so Gabriel, if I may. Yeah, we are in discussions with the mayor. Paul is doing a really great job as mayor representative to be in contact with his staff and we are definitely having a conversation on exactly those PR and marketing pieces. This is something that our committee is handling and actively working on to make sure that we both do the Pr. As well as the marketing, but I want to make sure it's within anybody. We had a lot of learning moments last year on this as well as a workout. Remembrance provides us a lot of opportunities. And I also just wanna remind everybody that as a

committee, our main goal is to advise our city leadership. So for the bike to work day, we're advising everybody that they should have a bike to work day. You know, once a year. It's a great idea. So it's our encouragement function that we're working on there. And while we usually don't really organize events, we do do the bike ride with the mayor as an opportunity to just highlight active transportation in the city of Fresno. So that's kind of like they fall. **Julie**, bike plus walk and bus. Laura, in the bus walk bike? Yeah, it's multi motor transportation, as we all know, is a really important part to make active transportation happen, and it provides the equity lens as well cause. Sometimes people have bigger distances to cover. So that's why we are including this **Matthew**, I do agree with that, although

the only thing I think is a little is that I think it might be. If we have, we say that we also bike, walk to work day, bus to work day are the same day. It's like a work day. It might get slowly confusing for some people. Because it might be easier to just say, you know, we're working with FAX to make you know the buses are free. If you need to bike to work, you know. We can probably clarify that when we communicate with them tomorrow. But to me this kind of does overlap a little bit with car free day, which happens in September a little bit. **Laura**, yeah, let's so generally, just let's make sure that we have the structure right? Those that are appointed members we have the discussion. We really, after we discuss these items, we'll have the public comments if there's committee members. Let's really try to address these questions, you know, within the committee. I think we have to have some follow up on that question. **Paul**, I don't think we should put our word or anything on that until we're kind of all on board with regards to it, like we are with the you know, migrate with the mayor. It is a great opportunity to meet with facts. Seeing how we could. Partner going forward. Because, yeah, as you mentioned, active transportation really helps promote transit. So you know that that's something that hopefully articulates to them. I know you. You have a lot of things with regards to safety and data. **Laura**, So yeah, just to reiterate. You know, the goal is just to encourage everybody to ride a bike or walk or bus to the work day event on May sixteenth. So, if you can promote that to your council members. That would be wonderful. Any last comments on bike lanes. **Tony**, Yeah, I was just gonna say, if anybody does need a E-Bike please let us know we need to tell Clean Share, Mobility Network like over the week before the event. So if you have council members, or any other dignitaries, orVIPs, or or city staff that need a bike. That could be arranged. Let me know who needs any questions. Yeah, we've sent as a sign-up link for that around, Tony. And I make sure to yeah, keep that on our radar as a task force.

**Budget Task Force, - Laura,** So in the past, ATAC was able to recommend a budget for educational purposes. For this year we've developed a budget. Jill I sent it to you before our agenda, meeting a little bit unceremoniously, just as an email with the information. So I'm happy to send that again. So we met as a Taskforce with Stephen and Sean and me, and we talked about what we would like to see in the ATAC Budget. First is, we would like to see funding for an LCI, a League of Cycling Instructor Seminar and as a goal is to increase capacity for basic education that is based on the curriculum of the League of American Cyclists. We are requesting a budget of \$4,000. We wrote a one page describing what the funds are supposed to be used for, and how the process is supposed to look like and I shared it with public works, and the LCI Seminar itself as a 2 and a half a day in person event and we are looking to have a collaboration with the FCDC, The County Department of Public Health, (CDPH), the Parks Department and other interested entities. The LCI Seminar takes a minimum of 8 paid candidates and there is a prerequisite of a smart cycling class that the FCDC is graciously offering in hosting. We also trained folks in the past, actually during Covid through the Transform Fresno Initiative, (TFI). So anybody that attended those smart cycling classes would be automatically qualified to attend the LCI Seminar. We did have an LCI seminar in 2018. Edna, were you part of this LCI seminar?

**Edna,** I believe I was. **Laura.** Yeah, okay, wonderful. So we would hope that we provide more opportunities for other ATAC members. So we're requesting this to be part of the budget. We would request \$14,800 for advertisement, for bike safety, and again the Department of Public Health. They indicated to me that they would love to partner up in some form of media campaign on driving awareness for active transportation, safety. So there's an opportunity to kind of bundle funds together. We are in this budget asking for funds for water bottles with safety messages. That can be given out at the Parks Department, other events and light and reflectors \$1,000. Also to be given out at Park Departments events and monthly FCDC bike station events. So this is about what we are asking. Are there any other questions? Is there anything else that people would like to see in the budget and then how's the process to work with you on this cause? We didn't get a chance to talk about it in the agenda. So is there anything beyond the LCI Seminar advertisement for bike safety water bottles or lights and reflectors that would be important for you guys. **Gabriel,** How about memberships organizations like America Walks, or anything like that. So it doesn't have to come out of our pockets. **Laura,** I'm not sure if that is allowed. **Gabriel,** just thought of the question because I am interested in joining. **Julie,** How about the day of remembrance? Do we have a budget for that event, I think we did last year? **Laura,** What should that budget entail? **Julie,** Do you remember how much

coffee was? I can't remember. **Laura**, So the funds are very restricted and they can only be spent for bicycle education opportunities. So that public works has always been very specific about that. I don't know if there's an opportunity to use some of those funds for specific events. We have 2 events a year that we're really trying to put on the calendar, which is a bike lot, right with the mayor and then the World day of remembrance, which both have kind of an educational focus. Is that something that you could include in the budget that we couldn't request funding for those specific events on a specific day.

**Gabriel**, Is it for education or bicycle events? **Jill**, Yeah. Well, I think it's a specific language for bicycle education but I think we've used it for you know, active transportation types of things. I wanna point out that this is not from the ATAC budget. It's funds that we have that we have in the past made available to this group, Andrina and I need to sit down and talk about the requests. I don't know if you listened to the mayor's council meeting a few weeks ago. There's a lot of funding issues so this is one of the things that we're gonna look at. You know, buying water bottles, probably we're not probably going to buy water bottles or give lights out. It's probably going to be focused more on PSAS or those types of messages with educational messages. Even the water bottles and the lights. You know, we need specific events. We need to know that upfront, because we need to purchase those with something in mind, not we're gonna purchase 100 of them, and then you can hand them out wherever you want. That really wasn't the intent of those funds. So we're gonna be discussing what you sent over, but the process for that would be to bring it back to this group and vote on whether these are where, if funds are available. This is how we would like to spend them. **Laura**, So memberships for organizations that's something that can be part of it? **Jill**, No, okay, a budget for a day of remembrance or the bike ride with the mayor, is that possible? **Jill**, I think it depends in the past but really, I think when it started We started using these funds that we really only use them for Mays bike month, for different events that were happening in that. So you know that possibly could be something that you know, things have evolved over time. So that possibly could be something. You know, we've talked in the past. Can we buy branding things, you know, not really to use those events? That's not we've just that's not something that we can do which is buying coffee. I don't know if that would be something, but if there was I don't know. I mean we might be able to if there was. I'm just gonna. I don't know that this is really allowable, but like advertising for the event to to come and do something like that. I don't. I don't know what message that goes along with safety. So we would. We just have to think through that.

**Edna**, Speaking of branding, does Atac have an official logo out there? **Laura**, Not an official one? No. Are you volunteering to work on one? **Edna**, Is there a budget for logo design? **Laura**, Yeah, I think that's something I could definitely work on. **Laura**, Oh, that would be amazing. Yeah, do we need to add this as a task force of one or to approve it, or just add it as a vote. **Jill**, I think it's something that you should discuss. **Stephen** took it and developed some a few years ago. I don't know if they want to be thrown. If you guys wanna kind of revive those and start there or start over but there was discussion on that a few years ago. If you wanna have a task force that's fine. **Laura**, Yeah, we can have it on the agenda for next time. Maybe you can connect with Steven and discuss this briefly. And you guys can share with us what you are thinking after one that would be wonderful. That would be a great contribution. Thank you so much. **Julie**, May I suggest helmets. Would that be something that you guys are that because, like, for example, for Bike Station. We're giving away 12 refurbished kids bikes, we just gave away 3 for another event. I don't have helmets to give away with those bikes, and it'd be awesome. Be like, here's a helmet with that bike. **Jill**, So we have to buy them for the event. You have to know a number, and it's for a specific event on a specific day. Parks have helmets and they may be able to partner with maybe easier and I believe the fire department also has helmets that they give away for events like that. We've done that in the past. We still, if you need some helmets, we might have some laying around upstairs because we bought a ton of them years ago, and now we have. You know, we've been trying to keep track of them. There lies the problem like we can't account for anything when we buy it in bulk like that. So you needed 12, we'd have to buy 12. Would it cost us a lot more than if we bought a hundred. We've done it in the past. But I think honestly, for helmets, there's other resources out there to better utilize these funds for other things. **Laura**, So I'll update the budget and share it with you. To discuss. Are there any more comments on the budget or questions on the budget. **Public comments?** **Tony**, I know PSAS is something that is allowable under the LPF funding so I had a suggestion to consider. That might be a topic for a PSA, and that is that the lead American bicycle is recently released a bicycle friendly driver educational program that could easily, possibly be adapted as a PSA, so the content available and so that would be kind of one thing I would love to, maybe partner with how to ride around cyclists. **Jill**, If you remember, years back, we took some of the OTS canned if you will stuff and mayor own they have designed everything. **Tony**, Yeah, they have Powerpoint stuff like that so you could kinda maybe illustrate it, maybe work CMAC or with somebody that does videos. **Jill**, So we have to go out to bid on those projects and get three bids. So now we're having to get so the last one we did, we had to get. So it's a little bit more involved,

even though it's even though we're not talking hundreds of thousands of dollars, it still has to be done that way. **Laura**, Any more comments on the task force budget. **Matthew**, I just wanted to make a quick side note, at least, for like city budgets. The number that Steve was talking about in terms of budget deficit was 38 million. Also a couple of weeks back I happened to be at the end of the Trolley Park Social. It happened at Fresno High, I was introduced to someone by Joe Martinez, who I couldn't remember the guy's name, but he used to work for the Parks department. He helped create the program that he runs that provides bicycle education in the parks department for students at Fresno Unified Schools, I believe what he was talking about was that they were at some point on a tech program. There was work being done on trying to create a driver diversion program to educate. I think drivers who may have broken the rules, you know, maybe gotten a citation and into some, and to somehow educate them on rules of the road that we have, such as you know you have to be, you know, have 3 feet between you and a bike. You have to when they have the right of way that you're behind a bicycle, and the bike can get over to the right. There's no room. You have to stay behind the bike. You can't run them over things like that. I'm just bringing it up. That was an idea I guess that was discussed, but got left to the side. I wonder, potentially at 1 point, perhaps not this year, since it sounds like a large undertaking. Maybe that could be a future use for these funds, or in some way I don't know. **Laura**, Thank you so much. Matthew, for bringing this up. After talking about our ATAC budget or what we like to see as ATAC educational transportation budget. That's not really our budget. I also want to mention the city is developing their budget, as you all know. So now it's a really good time to talk to your council member or the mayor about proposals for investments and active transportation for next year's budget through the different Council offices. They have discretionary funds for the areas, much less this year than before, but I really would like to encourage you all to have that budget discussion with your council members, or the mayor to ensure that there's funding for active transportation projects in next year's budget.

## **MEMBER REPORTS AND COMMENTS**

### **District 1 - Absent**

**District 2** - Last week I attended the California Bike Summit. California Walks invited me because I was involved in a lot of CPVSC Programs, those community pedestrian and bicycle education programs that highlight a certain issue on our roads. Sudhir Kabasas, from the County Department of Health, was invited as well, and so with Cal Walks and the

Department of Health, and me Speakers for one session, really highlighting the work here on the ground in the more rural area, as they like to frame it, of the State. It gave us a really good chance to highlight all of our positive partnerships here, on the ground. The usual actors, and the unusual actors that are involved in the discussion here. We shared about our work in Fowler as well as Southwest Fresno and around Woodward Park to increase safety. We really highlighted the issue of capacity both at the staff level within the local government as well as within the nonprofit sector, that there's just less capacity as another region. We all know that capacity here within public works is an issue, and we all know that there's not so many organizations that there might be in other parts of the state. So that was a really great opportunity to talk about the Central Valley, and there's a lot of interest in this region. California Walks has a lot of interest for more CPST workshops here in the region. So it was a really encouraging great event with a lot of great sessions that reminded me of a lot of things that we worked on here. We got an overview over the slow streets movement in San Francisco, something that Tony and I worked on in the early parts of the pandemic to try to bring to the region here. I was very encouraged by the attendees. The Public Works team from Visalia was attending with 3 attendees. So next year they're gonna be done with that protected intersection and it might be a great opportunity to go and check out the protected intersections in Visalia. I'm excited to move into representing the district. That I live in. I'm currently working with my son's school on a bike to school event. We are gonna have an assembly focused on bike safety on May seventeenth, and then the whole next week. We're encouraging kids and parents to choose biking or walking as a way to get to school, and the kids are gonna get little stickers and they can win something at the end. The more times you come to school by bike or walk, the more chances you have for winning so that was great. We had good meetings with Cabasi talking about the priority for District 2, and I was also able to meet with Supervisor Brandau. He granted me one and a half hours of his time. We talked about climate change and active transportation. It was very interesting. I think we agreed that there are certain natural causes for climate change. That runaway climate change is certainly a very big risk. So that we all have to really face the reality of climate change and figure out what to do about this? I think one of the most encouraging things that we talked about. He was saying that there's a lot of government overreach in this area, but he would really like to sit down and talk about climate change and think about how to address this. So I thought that was a good base for continuing the conversation, and he's very open to more conversations on by lanes in county islands. There is, just 2 more comments. On the high speed rail. Presentation there was some chatter that people were unhappy, that we got presented plans that were not really changeable anymore. So we would really love to see projects brought to us in kind of like the conceptual phase, and Sean is very spirited to work on a process to develop a process. This public works that whenever a project is kind of conceptualized that we can have input on this. The goal would be to review plans before they are mostly done. I attended a meeting from the planning department on the Environmental Justice Plan. One thing that I was not quite happy with how they framed that there was a question of how many community resource centers are in different areas of the city and the distance to community

resource centers in the northern part of the city is much bigger than in the southern part of the city, which was kind of brushed off, saying, Oh, people have access to a car, so I very much encourage them to still think about active transportation even in northern part of the city, because even if people have access to a car, it doesn't mean that they should have to choose a car. Reach community amenities.

**District 3** - May's bike month, and we've just been working on a bunch of events for Earth Day got rescheduled because of the crazy weather that one day, and now it's May Fourth which is also where we had a ride planned. We had a farmers market ride, which we're still doing. So the plan is to meet at Fresno High, and then you would ride to the farmers market and then end at the Earth Day, Fresno, where there's a Bike Valley. The Bike Station is gonna be there and they are also gonna be donating 12 kids bikes and then after that, the next event is going to be The mayor's ride on May fifteenth, which we're all planning to be at 3 pm here, at City Hall, and then that same day is the ride of silence which is hosted by the Fresno City Cycling Club, and that's going to be at Clovis West 6:30. Then the next day is bike to work day FCDC Is gonna have an energy station at the Tower Theater, and another energy station is going to be Cal-Trans at Manchester Mall. Then we also are gonna have a bike ride at 8 am. From Rubber Soul to one of the energy stations to Manchester Mall. So that's what bike to work. Day is looking like and then on May eighteenth we have a bicycle extravaganza. I hope everybody can make it there at 8:30 AM. Check in time, and we're gonna have coffee. There's a local guy that makes coffee, and it's called Satire Bicycle Cafe. It's like a little cafe, Google it, and it makes great coffee. Then at 9 am It's gonna kickstands up and the rides are going to be hosted by the historical preservation and they're gonna be going through this tower district and going to local historical sites in the Tower. There's going to be a docent explaining each place that they stop that at. It's also going to be hosted by FCDC. During that time Tower Yoga is gonna be doing yoga classes. Bike Stations gonna be there providing bike services Goldstein is gonna have themed, bicycle beer and we're gonna have Tacos. So I mean, come on. Then I think I hope that's the last thing for oh, then REI is doing a bike ride with FCDC on the last day of the month. Not the last day, Sunday, May 26th at 10 AM. They're gonna host the ride through, probably Woodward Park and then back and we're gonna end somewhere in that area. If you ride. you're gonna get something free. Then Monday, which I think then later, you can. If you want to talk about that, ride the coffee outside. Yeah, we got another ride but I'll let Edna talk about it.

**District 4 - Absent**

**District 5** - Transient almost cost us to crash on Blackstone and there was an incident of two parents having road rage against each other in front of Fort Miller which put everyone in danger there. Two Projects I like to talk about, the first is Peach Avenue the road is being completely redone from Butler to eventually Jensen but phase will only be to just before Church Avenue. The improvement will not only be a new and expanded road committed to

four lanes but will include Class Two Bicycles lanes. The safe routes project from Sixth Street to Tulare is coming along; it will include sidewalks and reduced speeds for vehicles and bicycle lanes. The intersection of Tulare and Minnewawa will now have committed stops to help in dealing with speed control and accidents happening there. There've been 5,200 crashes, according to the Fresno Bee. There's been 870 fatalities so that even one needs to change. According to the article the 5 top reasons according to the California Highway Patrol were: **1. Unsafe turn, unsafe turn movement was the top one 2. DUI, driving under the influence. 3. Unsafe lane changes 4. failure to stop. 5. Speed**

### **District 6 - Absent**

**District 7** - My name is Anna Pedrosa, born and raised in Fresno. I have a BFA and visual communication. And MFA in graphic design. I'm on board of the Fresno County Bicycle Coalition and a member of the Fresno County League of Mexican American Women. **I don't know if I can request updates on parks around the area** in the district. Manchester Park and Radio Park, I know, received some funding. Is that something I can request here? **Jill**, As far as update on that, so public works doesn't handle the parks projects. You know you can. We could invite the parks department here to answer some of those questions, or afterwards. You know we can. I can get you a contact for somebody at Parks who could speak to them about their projects. Let's see. **Anna**, So Julie mentioned, there is a ride coming up for coffee outside May 27th, which is my birthday I'll be turning 43. So Monday we're gonna meet at Trolley Park at 10 am. The coffee outside is just a fun leisurely ride we meet there. You bring your coffee. You might have a coffee guide there. You can buy from. There's also a cup of joy nearby, but I don't know if they'll be open that day, because it's a holiday. We can just get together, drink coffee, geek out about bikes, and just get to know the community that way. Just get to know the community that way. So that'll be part of me back then, and then you mentioned also Rubber Soul was doing it by Friday, on May sixteenth. From Rubber Soul bicycles to the Manchester Energy Station. I work at Rubber Soul. So me and John will be leading the ride. So yes, that's me. But does anyone have any questions for me? I'm happy to be here, and I'm excited to work on this logo, and I don't know who Steven is.

**Mayoral** - A lot of events happening one thing I think we may have. Julie is a list of the events occurring in May that would be helpful. I know we're probably working on that. Appreciate the flyers. Lot of effort, you know, went into the creativity so appreciate that. I do appreciate opportunities that the committee gets like the one Cal-Trans mentioned. You know, some potential improvements by state facilities to our city that we may benefit from. So I know, with state agencies sometimes it's very difficult to, you know, get those requests out. So I think we're fortunate to have that opportunity. So as soon as we know, get information on that. If there is something that you guys could think of, that will benefit your council districts or the city. Then let's make sure we get on that, because any level of help with those improvements helps with the safety of our cyclists or pedestrians out there. So I

think that's very key. It's just that Laura mentioned something about the designs from high speed rail. It's also another difficulty, and I don't know to what extent they provide plans to the city. You know how early on they do, because a lot of times they are pretty close in the at least in the initial phases of the design. So maybe that's something that the cities can take up with the high speed rail. It goes like that when you walk into different agencies, so that you know that that's because then they keep coming back down to the committees. It's time consuming and sometimes there's just not enough. Time provides a meaningful input, so I get that something, Joe, like, I don't know. The city really gets anything you know early enough for the committees to really provide meaningful input to design. They give us a week to look at it, and you know it's a difficult thing, but that's a great point that you brought up, and it's also difficult if you know how the state agencies work. Getting the feedback in a timely manner but I think transparency is very important, especially if it's supposed to benefit the residents of the city or a community.

### **Mayoral - Empty**

**Group Representation - Laura,** As you all know, we are all excited for active transportation. And it's part of our role as an advisory committee to provide input in any processes that update the active transportation plan. Earlier this month, or actually late last month, Jill reached out to me to talk about the advisory committee that is charged with developing the active transportation plan. However, what's it called? Jill, It's a steering committee. **Laura,** The steering committee, the steering committee. Yes, for the active transportation plan, and it was kind of thought that our group should be represented by one person. I've talked with a bunch of people around about this, and Sean was especially very upset about it. So I would like us today to vote to officially request 2 seats for ATAC in the steering committee, so that we can fully be represented as a committee. I understand that not everybody should be there. We should be represented with 2 committee members. Yeah, I would like us all to vote on this. So yeah, so the item was actually to decide how we decide who's gonna serve on the steering committees for this group or any group. Would that come back to a vote for this group. Is it the chair that decides? You know we have one spot on our active transportation which I believe that team is here to talk about? That process, and there's a reason why we have 1 one person on that. I think the intent for the item was to decide we have the ATP Steering committee available. We're gonna have a Vision Zero steering committee with our Vision Zero Project. We want somebody from this group. Who is that person from the group? We feel very strongly that it's really instrumental for our work to update the ATP. As you know, we all go through the learning curve of this committee. There's different interest in this. When I talked to my representative, my appointed council members appointed me. He really was recommending Tony and I to be part of this discussion. It's a big role. It just would make sense to have 2 people. It helps with alternatives in case someone is not always available. We know that there's sometimes scheduling conflict. It really provides the opportunity for the committee to be meaningfully engaged in this process. I think it would make sense for our group to be represented with

and , I think that there's probably an agreement amongst our group that that would be important for us all. I looked into the active transportation plan from last year from the last time the active transportation plan was updated in 2016. We did have 2 members from ATAC present. During that time, I'm not sure why it changed. It would also be good to get an overview of who's gonna be part of department transportation planning? So this line item is to establish the process on how you select a member to serve on any committee in the future, and then moving down to our staff reports. Then we'll be able to bring up which committees are currently looking for one. So first, we need as a committee to select the process or determine what process, how it's done, whether determined by the chair vice chair, a vote between everybody. So we need you to decide on how that member is selected, and then you can move forward with selection on the next item. Well, you know I work with a lot of different committees with a lot of different boards. Usually the chair is representing the group. And it's really important for the role of the chair that they have an input into a process like this, especially one that is so closely connected to the work of the committee. I certainly think that more than the chair should be able to participate if they would like to. We can talk about this, how we want to determine it. I think for us as a representative of the public, that public transportation it's going to be crucial for us to be represented in a meaningful way in this steering committee. As I mentioned last time, there were 2 members that were representing ATAC at that time. I don't think that with a heightened interest in active transportation, it makes a lot of sense to reduce the representation of the public in this committee. **Jill**, We've just never had a process. Who decides, is it? I don't care if it's the chair that decides. If that's the will of the group. Is, are we rotating? We have multiple people that are interested in representing the group right now. **Gabe**, So we're just talking about the people that are representing ATAC **Jill**, Right, just ATAC. So in all of these processes there's a steering committee, and there's the community process. So there's ample opportunity for everybody to participate, you know, through the community process as well. But the person on the steering committee speaks for the ATAC Group. **Laura**, I think, yeah, with our agenda. Right? We have David. We didn't have any attachment included that would give directors on what the vote is about. So it would make sense for our committee to have more than one representative on the steering committee. I think that it's very instrumental for us all to do our work to have a meaningful impact and or meaningful representation of our group. **Gabriel**, Each Person is picked to serve all modes of transportation. I don't think we're getting that right now. The discussion about the memorial was going in the direction of bicycles. It was being said that bicycle memorials should be displayed for a longer period. This committee is top heavy for bicycle representation and that's not a good thing because all modes of transportation are not being championed for. I think it should be diversified, not just the board chair deciding, I think we are putting our backs to the wall and not being flexible for what's to come in what's needed for serving. **Laura**, I just wanna make sure that we all understand. The steering committee is supposed to set up the framework on which will guide the update of the ATP. This is the process for any steering committee, so we'll talk ATP. **Jill**, this is just the process, on who, how we decide who's going to serve on the committee for a project

that comes up. **Gabe**, A procedural thing? Jill, Yea, **Laura**, Well, we have to talk about the ATP update, as it's just so crucial for our committee. It's in all our documentation. It's even named there. So it has a heightened importance. You can certainly talk about the structure for everything. **Paul**, In regards to how we're gonna select the individual or individuals on the committee. **It could be** like the chair, or can make recommendations. Then the rest of the committee could confirm that that may be one way to do it, or like we've done in the past people just kind of volunteer, then you know then without objection, then they get on the committee. So I think you know, with the importance of certain committees, and it may be a good thing that you know to share you. We kind of look at, you know, holistically what the committee does to make a recommendation to the rest of the committee. **Gabe**, I think I see what Jill's point is. I think we're all going to, how, what we're we're what we're working to represent, they're saying, if no matter if it's a basket, maybe, no matter if it's by Friday, how are we gonna pick. They're trying to personalize this, and I include myself into that. So I think what we need to do is go see procedural. Look at the word procedural right? And see how we're gonna decide this. **Laura**, So the active transportation plan update is happening. It's coming up. We. We'll hear more about it soon on what the dates are. So there is some timely urgency. I agree for a whole to have a procedure for all committees. It would make sense to have a little bit longer process. **Paul**. I mean, it's really the procedure of how we're gonna get a representative on this? **Edna**. Are we talking about deciding how? What makes a committee? How many people make the committee and no, or volunteer base? **Jill**, Yes, so the question is typically in a project. We have. We've been having a community advisory committee, and that's made up of members of the public and then they'll have a steering committee, and usually the technical steering committee. It's more ins and outs of the study advising on the study. A lot of them have members of the agencies there on the technical committees, the steering committees, because we want to make sure that our project jives with what the county's doing, that there's not any conflict with that or Caltrans. For example, you know that all this stuff works together based on other ages. Clovis, whatever it is. So this, this, what we're talking about is, how do we choose? If ATAC has a spot on that committee. How do we choose the person that is in that spot to represent and attend those meetings? There's a commitment of potentially reviewing documents, providing comments, bringing stuff back to this group. So they understand what is being discussed or what's important or being decided. How do we pick that person? Is it the chair that does it always? That's fine, is it? We wrote? We bring it back and say, Hey, we've got a spot on the Xyz steering committee who wants to do it, and we hold a vote. I don't want to do it, but I want to do it. Yeah, this is good. We all agree on that, or do we? Is there? Is there another? Is there another option to rotate through? You know there's different ideas on. It's just it's not. We're not picking right now. Who's gonna go on the ATP steering committee or on the Vision Zero Stealth Committee? We're just what's that process? And if the process is, the chair decides, that's fine. I just wanna make sure that everybody is on board. With that. It's not written anywhere that I could find that it's the chair's responsibility or it's District two's responsibility or district sevens responsible to make these decisions. We do have multiple people interested in any of these positions. There's gonna be probably

the same thing with this, we're really come up with an Active Transportation Plan. It'll probably come up with Vision Zero as well. **Andreina**, So today, with the action, it would be a vote within your committee to decide the procedure on who decides how you decide? Somebody makes a motion with the recommendation of the procedure with a second, and then you vote. **Laura**, Well, I think we can also decide. On requesting officially 2 seats for the active transportation plan. If we look at our bylaws, one of the functions of our committee is to provide input into this plan. It's actually within the bylaws. It's requested that members from the committee are part of any updates off to the active transportation plan. It's written there. We can talk about it procedurally. If it's the chair gets approved. This is an opportunity. Do you wanna do it? Or you would do like other people to see if somebody else wants to volunteer but for this specific plan I feel very strongly that we, as a committee, should request that we have 2 seats. To provide input in the development of this plan through the steering committee, and we can talk about other plans as well. It comes through. You know every once in a while that there's opportunities for this we can certainly talk about the procedure. On how that would be handled. I would like as chair of the committee to request that we also vote to have 2 people represent us in the discussion on ATP and, as I mentioned in 2018 we had 2 representatives. It doesn't make sense in this time of heightened interest in active transportation, 4 year high, of traffic accidents, that there is less representation on this very committee from ATAC. **Julie**, If it makes those 2 people happy to go serve. I'm like, yes, that seems great. Somebody wants to, you know. People are done. **Edna**, The procedure would be to have it on a volunteer basis. I just don't know if we could. Can we request it? **Jill**, That's not what we're voting on tonight. So if that's if that's the that will come back next month for next month. That's not what we're, that's not what this is for. This is just to decide the process. It's not necessarily up to this group. We can always request that. It's not up to this group to decide the makeup of the steering committees. So then we could have the school district do the same thing or the hospital. You know we have this huge group that just gets hard to manage. It's meant to be a smaller focus group. What if one person says one thing? Then you say the 2 different things from the same group. A primary and an alternate might be okay. But that alternate then, you know, has parameters as well. They're listening and making sure they understand in case they're called in to sit when the primary person is gone. But that's really not what we're talking about. It's just how do we decide who would serve on any committee? **Laura**, Well, on the agenda we have group representation. So I think it's very much within our authority to determine as a committee that we would like to request to maintain the level of representation that we had in the past and for our committee. It's really important that our voices are heard in the process. I think there is an alternative. It's something that Tony asked ATAC for a long time ago. For ATAC for all ATAC members. It makes a lot of sense to have the alternates. I don't think it makes sense at this point to reduce the representation. We could certainly talk about the other process of how we're gonna set it up in the future of other things. I think this specific plan needs to be updated. **Jill**, We can put that on the next agenda. **Gabe**, How many are gonna be on the ATP board? **Jill**, The ATP would hold anywhere from 8 to 12 seats right? That's for the ATP. But again, the number of seats that

a tech would represent. That's not what we're asking for. A vote on right? **Edna**, As far as the procedure, it should be on a volunteer basis. I do not think we should force anyone to be on the committee. If that's the question today, I have an answer? Will we be able to vote on it today? **Jill**, I think, to build on what you're saying. What if we have 4 volunteers? How do you pick the one that's going to be the volunteer? **Edna**, So then we would vote on those that want to amongst those that want to be on the steering committee. That's kind of what we're. **Jill**, That's kind of what we're. That's where we want to get to like, do we need to come back with a vote? If you guys all want to be this person? **Jill**, if you'd like, I guess you would. In order for everybody to vote, you'd have to make a motion of your recommendation. This is how it should be done. If they get seconded, then you vote if it falls through, then somebody else makes another motion. **Laura**, I'm sorry the way committees work. I appreciate you and I appreciate everything you do, you guys hopefully know that. As a committee we are the representatives of the council members and the mayor, and you know I deal with a lot with committees. I have a board myself that I report to. I'm familiar with other organizations, and if you deal with a board, it's the board that sets the agenda and the board that votes on the agenda, and the way the votes are presented is the way they are presented by the board. What we have here is group representation and vote. This is the indicator of the framework that we are dealing with. We don't have any attachment. So the way this is framed is up to the chair. And I understand that you guys want to have a procedure. This is great, but we are also dealing with this active transportation plan update that we all have been waiting for for a really long time. Right? The last time was 8 years ago, and we all know that there have been some issues with the ATP, which you know, consists of a lot of ways that there's a lot of streets on there. A lot of bike lanes that are not really brought towards implementation. And that's something. You know, we want to change so last time we had 2 representatives, we can definitely talk about alternates. It really does not make sense to reduce that it is part of our responsibility to be part of any updates on the ATP and because it has such a really strong value for the work that we do here as the committee, I do feel very strongly that we should have the choice to have 2 representatives whatever. Yes, whoever is part of it, it should be voluntarily, but I don't think that we should be put in the situation that we have to vote to have only one person representative of the whole committee. Honestly, as a chair of the committee. It's very hard to do if I cannot be part of this, but I also think that there should be at least one other person that can be part of this discussion. You know, I think there we can talk about the procedure. How we do it, you know, in the future for other plans. For the ATP update. We should stay with the example set when the other ATP was developed. We had 2 representatives. I saw not all representatives were able to attend every steering committee meeting, but certainly the chair was represented, and another person. That may have been a primary and an alternate which, and that's fine. **Jill**, We're not, we're not specifically talking ATP. It's just the procedure for anything. So if the will is we elect or we choose, say, we say, everybody wants to vote. That's how we're gonna do it. And we choose a primary and an alternate. Then that's the process we're talking about right now, not specifically, for ATP, not for the Truck Route Study, not for this or that. **Andreina**, we just want to know as a committee,

how are you going to select whoever, how many representatives. **Jill**, This is a member request. Unfortunately the member is not here. We're not advocating for whatever you guys decide. But if you know we've already had 2 people come to us and say, Well, we want to be that person. What if I had a third one come to us like, are we supposed to make that decision? I don't think so. **Paul**, Whatever committee, there's only one seat there. Are. You gonna keep on voting on it? Or do we limit the discretion of the chair to make that call? All 3 really want to be on it? And then you know. It would be for the chair, because generally the chair would make them if it's like you have volunteers for the job of the chair. **Tony**, I think you know the chair should have discretion over appointments. If you know, if it's you know, kind of the opinion of the chair that that means 2 people. It's the discretion of the chair. But I think you know, rather than having to vote for it every time. You know it. It kind of makes sense to keep it simple and just, you know. Leave it to the discretion of the chair. So I would support Paul's proposal. Thank you, Paul. **Sean, (As member of the public)**, I did request to put this item on the agenda. You know I do. I do think that if we have multiple people interested, I think we should treat it like we treat the officers. Officers, where people volunteer, and then we go through and vote. I think that's a pretty simple process. I think you know, if multiple people are interested like that, that's something that we need to decide as a committee. I don't think that should be solely at the chair's discretion. you know the chair at least outlined in, you know, the ATAC Charter doesn't really have too many rights and responsibilities outlined. Basically, it's just to run the meeting. So I think it's something that, like we, as a committee, need to decide who is best equipped to represent our committee. So let's leave it at that. **Andreina**, We would need to know who wants to do it right. **Julie**, I don't like to hurt people's feelings and be, you know it sucks. I'm just gonna just think it should be the chair. And then once you wanna become the chair, then that's your responsibility to do it. Sorry, Shawn, but that's just my opinion. **Laura**, I'm not saying that I wanna be on every steering committee. I mean for the ATP, and I guess Shawn's Point, you know that. And looking back at the history to see that there were 2 representatives in the past, it would make sense to keep that level of representation. I also think that as you get elected as a chair to represent the group to be approached about this, and then, you know, if there is no time to ever delegate it or request another fee. I think that that makes a lot of sense, and it also reduces the money. You know, of having to deal with those committees. If this is standard operating procedure. **Matthew**, I just wanted to point out the time at least, just in case anyone's keeping track. It's step 16 in case any. If we want to get any of the other items on the agenda. **Laura**, So do we want to vote on this with. yeah, the suggestion from Paul, and also yeah, maybe a voice to request more representation on the ATP. **Paul**, I mean, as far as the procedure I would, I would make that motion with regards to taking volunteers, and then, you know, really up to if there's no quick vote on it. Then the chair has the discretion to select that. **Gabriel**, I recommend we vote on everything. Because I think it's how the chair gets there? Right? So I think that that's my opinion. I think there's 2 people here at 1 one, who spoke, the other one hasn't spoken, and if it's decided that chairs I can live with consistently. That's just my opinion. ? Does anybody want to make a motion? **Jill**, Can you repeat the motion? **Paul**, The motion is, as far as

procedurally is to you know, for volunteers for the seat, and then, if there is, if there is a you know, conflict with regards to multiple people that are involved. Let's see. But 3 people really want it. Then I think it's to the discretion of the chair. **2nd, Gabe - Laura**, So you're making the motion to have volunteers represent and in case of conflict that is to the discretion of the chair to make the decision. **This is the vote for motion above. District Five Yes, District Three Yes, Mayoral Yes, District Seven No, District 4 Vacant, Mayoral vacant, District Three absent, District Six absent.** - The motion passes with a unanimous vote.

## **STAFF REPORTS**

**ATP and Vision Zero updates** - So we'll get started here with ATP for the sake of time. Here atp was the contract itself was approved by council back in November, and we have TJKM. They were the ones granted the agreement they are present tonight. So previously you asked for them to be available to do a quick introduction and kind of talk about the procedure. So if you guys have any questions you can ask, so I will. Let's see, both of them have the ability to speak, and we have Mark, Dotty and Ruda Jarawala. **Laura**, Thank you for joining us. We are excited for your work to start, and we would love to get an overview over the ATP process public input opportunities and schedule. **Ruta**, Yeah. So actually, we just got started. We started with reviewing the existing conditions. What has been done so far, we also kind of started reviewing the previous ADP. We haven't really dived into the process. Our next step would be to develop a community engagement plan which is, you know, public participation or stakeholders participation plan. We will put that together and bring it back to you. Also we need to revisit the schedule. So we would be also looking into the schedule, and you know, refining the schedule and getting it back to you, too. At this point. We have just collected the collision data and started evaluating that we have also gathered a lot of information from the city. With respect to GIS, their previous plans, their planned projects, their ci, the projects on the CIP list. So we are still in that process of, you know, gathering all the data. As I said before, we have just got started. So I think in the next few meetings we have a little bit more. In depth. Information on where we are and what other next steps, and also details on the public participation plan. **Laura**, What is the whole timeline that you're working on? **Ruta**, We are planning to get the draft report kind of early next year. **Laura**, So you're planning to join our next meeting to give us an update on the public participation part. Is that what I understood? **Ruta**, Jenna, would that be okay? Should we like it? I'll leave that on you to answer. **Andreina**, I think the next step is forming this committee, the steering committee and then moving from there. So at the next meeting I'm hoping that we have a selected person from tech to be representative there. And once we get started on the outreach plan, then that representative can bring it to ATAC and get advisory comments from you. So we can give over to our team. **Laura**, Ok, wonderful. Who are you anticipating to be part of the community steering committee outside of ATAC? **Ruta**, It. It could be like we could have people like a representative from

ATAC, from the public works department from an emergency. So there are different groups that we will put together. Then we will need like, we're looking at a representative from each of those groups. Jill, School districts, Fresno County, Clovis. Possibly. Yeah. Clovis, probably in there, just so that everything mirrors up. So that's the type of committee we'd like to put together. **Environmental groups. We're working on developing the list. Yeah** of the different groups that will be. **Laura**, okay, and so you're looking to have a wide representation for different parts of the city and different groups. So you were mentioning 8 to 12 representatives. On the steering committee that might be difficult to hold at that level. 2, 8 to 12. Representative already the kind of organization we've named we're kind of. I think we're going beyond that number. **Jill**, No, I don't. I don't think so. But that's the goal is to keep a group that will be I guess manageable, being able to gain the proper input from them. Each of one of those agencies. **Laura**, Are you including the Health Department at all? **Jill**, It would be one of the ones that we would like to include and remember that this is not the only chance a general person can provide comments. There will be a lot of community outreach opportunities as well. **Gabe**, is it gonna have non-profits? **Jill**, if you'd like to recommend any, so we can put it on our big list that we will be narrowing down. **Ruta**, And to add to what? Andrea just mentioned, we are going to have community workshops. Not only that, we are proposing to have a project website as well as a map input platform to provide comments from, you know, other community members or other group members too. For example, like, like we were having the discussion that you have 5 or 3 or 4 people who would want to be representative. But it doesn't mean that they don't have a chance or a saying to this. There would be a lot of other opportunities that they could also let us know what their concerns are and what their feedback is. **Paul**, So in regards to that, sir, I mean, how many meetings do you anticipate having? **Ruta**, At this point we have penciled 3 meetings. **Paul**, then, with regards to meeting with the public and other workshops. **Ruta**, We have 3 in person, and in person, workshops, and 2 virtual. so a total of 5. **Paul**, Yeah, you know. The thing is understanding the work of a steering committee as opposed to being in a public meeting. It's a little different because when you're in the public meet and steering committee you get, you get all the information in the public meeting is, you know, depends how well the the consultants and the and the staff. Provide the material to the public that, pub and how the public member could really get into the you know the material, because within the steering committee you know, you have that discussion going. So you get a little bit more, you know, more educated, or look at different points of view, and really kind of formulate and develop your comments and your input feedback into it. So I think that's, you know, the real public is very, very important, but I

think the steering committee and pretty different steering committees. He gets a lot more in there. And I think that's why this body or this particular committee is looking for a little bit more representation especially because we deal with active transportation. So well I appreciate that just, you know, just kind of I was just kinda seeing how many you know about the frequency of meetings, but that I, understanding that in this, in the steering committee you get, you know, a lot more as opposed to a public member. **Ruta, So on.** When I say 5 community workshops, 3 in person and 2 virtual, those 2 virtual workshops would also have the same material as the 2 in person ones. It's just that we wanted to be a little bit more flexible and kind of have those options open, so that if you know, the community wants to meet in person versus, they feel more comfortable, virtually letting us know what their comments are, then we do provide those options. So that's the only reason why it is 5. But actually, it's still 3 for the community workshops as well as the steering committee. **Laura,** You heard our discussion earlier on Ruth. And I think Paul was alluding to that as a committee. We are very committed to active transportation in our city. The update to the ATP has a very high relevance for us. So there's a lot of interest from our committee members to participate. So we would love to have 2 representatives. So that we have alternates to attend those meetings. That more people are involved in this, like a deeper process of dealing with the ATP update. **Ruta,** Point noted. **Nick,** Fresno Cycling Club formerly advocacy director for Christmas for 20 years now, and semi retirement. So I'm the alternate advocacy director. My questions have to do with the steering committee, so I may be repeating some of what was already discussed. I'm just sharing the reinforcement. I heard you're shooting for 8 to 12 members of the steering committee, correct? Okay, I tend to agree with Laura's comments. You have to have a mixture of agency people, public works, parks, perhaps counting County Public Health **and** you have somebody from Fresno Unified School District. ol district. That's not the only school district that's in the city of Fresno. We have 4 other school districts in the city of Fresno. You would invite Clovis as well because they're joining county public health. You're going to invite some community based organizations versus Cycling Club that are interested in being involved. I know Tony, where the first high Vice Coalition wants to be involved. So they're all candidates and I get the impression that you're going to send out an invitation? Are you going to suggest people to come? On the steering committee it sounds like you're pretty. You're putting together a list of possibilities, are you? Are you going to send out letters? Invitation saying we would like you to come, or is that suggested? That's your intent? Cause right now, I can guarantee you Tony wants to show up, or the FCDC would like to have a seat at the steering committee. FCC would like to have a seat and the steering

committee. I don't know if you're gonna have enough seats for two bicycling organizations? There are several CBOS that nonprofits would like to be involved in. So I agree with Laura, you're probably going beyond 12 people. So who, the question is who's gonna make a final decision. The cutoff is how big this is gonna be, who's gonna be in and who's gonna be left off. **Jill**, So I think where we're at right now, we're still just preliminary. We're trying to pull together names, potential names. We've done this. We did this before with our truck study. We had to use this, you know, had to part down afterwards, because this person and this person and this person and this person. They all represent the same kind of interest. So we want different interests that are active transportation related. We don't want everybody to be a bike advocate. We want some people that are representing the school. Whatever we want, we want to diversify some. So at the end of the day, are we at 15, maybe, are we at 7? Maybe I don't know. We haven't decided yet. This is just what we've thought about the real high level. Once we get our list of potential people, agencies, groups. We'll finalize that question. **Nick**, When do you think the first meeting of the steering committee might be? **Jill**, It's gonna be a question for Ruta. Ruta is that gonna be in the summer? **Ruta**, Yeah, I think so. **Nick**, Sometime early summer, and then I think I heard you say they will meet only 3 times, be only 3 times. **Ruta**, That is correct. **Nick**, I tend to agree with Paul. That may not be enough. Actually, considering the scope of the work that needs to be done. I think this is gonna be primarily a staff and consultant driven plan given that they are only meeting 3 times. **Jill**, So I think I just just to add into that, that's what fits in our budget level. We have our budget. So and that's what happened the last time that we had prepared the ATP as well, we had a budget. We did end up adding more meetings. Staff facilitated those meetings so that might happen again. We may have to go back with more, with a scope change at some point. But right now, with the money that we have allocated for this project, and the work that needs to be done. Those are the number of meetings that we could work into that budget. **Nick**, Yeah, I recognize, I recognize the financial realities.

**Vision Zero - Jill**, The contract was approved on Thursday, the consultant is **Tool** and as soon as we have the finalized agreement signed by everybody that needs to be signed, fully executed. Then the notice to proceed will go out. **Kickoff meeting after that, and kind of the same procedure of making a selection for their version of a steering committee as well, which I think they call it a little differently but same idea.**

**Traffic Collision Report** - I mean, I, that's the data that we have previously from the police department. From January through the end of March, 2024, total collision 970 pedestrian, 72 bicycle, 71 for the same period. Last year, we had 962 collisions, of which 74 were pedestrians and 20 bicycles. So the numbers this year are slightly higher. Except for the pedestrians, they went back a little bit. Then the fader numbers from January 2024, through April thirteenth, 2024, we had 10 pedestrians that were the fatal victims and 2 bicycles for the same period. Last year we had 8 pedestrian fatalities and one bicycle fatality. So still a lot of fatalities on our road, with the trend going in the wrong direction at this point. Unfortunately. Do you guys have any more details on the pedestrian fatalities? If they were clustered in one area. **Andreina**, I don't have any more details. **Paul**, Now, with regards to the numbers out there. I mean, we're not the only city that has these issues with pedestrian cycling collisions. But is that it? We've addressed the Vision Zero Plan. Are we gonna look at more strategies on how to address this? Because you know it's something that. Vision Zero has been around and it seems like many, many cities, including ours, still struggle, see? See the same result. Almost, no matter what we put out there. So I think it's critical to kind of see what you know, that function is very important. How to better address <https://fresno.legistar.com/gateway.aspx?M=F&ID=066d1a87-22e5-4c47-bd99-87123f4fc62d.pdf>

**Blackstone Project Update** - **Jill**, So I reached out to Andre Niagara with Public Works Department transportation planning, reached out to multiple project managers to get an update on their projects. Particularly that Southern Blackstone portion. Right? That's what was an interest, a lot of the updates are already in the work plan, so you can find them there. But to start off we've got, for example, head between hedges and university. We've got a project, I believe it's called the Lingo project which includes new sidewalks and pedestrian scaled lighting. So that will create a more littered side wall. Typically, see along Blackstone, between hedges and university. So it was part. It was part of the development that's on the southwest corner of Blackstone. And so, as part of that project, we had to identify active transportation improvements within a certain radius of the project. The bike lanes on Vaness, and we're Wahawn. We're part of that project as well. And then we're finishing up the sidewalk portions of that project so filling in the gaps or putting in sidewalks where there's none as far as cause, I think, is key. **Gabe** You got 3 different types of sidewalks. So there's a standard for the Blackstone corridor in the development code? **Jill**, Yes, 12 foot sidewalks. So we're incorporating a lot of different things in all of these projects. So we were trying to incorporate the Blackstone Smart mobility plan for many years with the infrastructure that was identified in that document. We've got our downtown, our development code that says, Okay, along this corridor sidewalks look like this. And there's pedestrian scale in addition, while we're trying to do the Blackstone smart mobility. So this one is the sidewalks and the headscale lighting. For that there are plans for the lighting. It's located here and here's the tree. So we're trying to incorporate that in addition, while we're trying to do the Blackstone smart mobility. So this one is the sidewalks and the headscale lighting. For that was there plans for it hard to see, we do have plans. If you're interested in

seeing them, they're not glamorous. They're they're engineering plans. So we can share those with you. **Laura**, what did you say were the changes in the development plans that you're incorporating there? **Andreina**, They're not changes, but there are standards in the development codes. So the width of the sidewalk. **Jill**, I've got enough numbers, so don't hold it to me. **Andreina**, So the development code for anywhere that they have a specific zone district, which is a mixed use zone district. The development code requires wider sidewalks up to 12 feet and required trees and pedestrians to get lighting along with our typical street lights as well. So that project had to meet those requirements of the development code **Laura**, It was not included beforehand because the development code was not in existence. It's white, it's so. **Jill**, Blackstone is like 41. It's built like an old freeway. **Gabe**, Can I ask a question when you guys do structural changes like this. And I love what you guys are doing keeping uniformed and all that stuff. But we always like we're go back with a lot of different topics and kind of try to update. So are you guys when you do that type of change, I was told that we did speak. Are you guys considering this, when you guys pick the trees and all that? Have you guys read this? **Jill**, Yeah. So we're trying to make, we're trying to. We do the plans because we want to see that happen here and there and everywhere. And so we're yes, when we are looking at whatever plans are available for those areas that one's not adopted yet. **Tony**, Question. So if the development code requires wider sidewalks in that section of Blackstone, does that mean you'll be kicked out of traveling to sidewalks and bike. **Jill**, Okay, we're both one project by one project. So this one, no, not necessarily. We're not. This project did not have any impact, or we're not doing a road diet with this sidewalk project. This project did not propose that as we get down to some of the other ones. **Jill**, Yes, there there is. There are road diets, you know. And so that's the problem. The Blackstone Smart Mobility is in the development code even. They're all great resources. But then there's reality, and it's how do you? Where do you get that extra 4 feet? If it's a 6 foot sidewalk and we need 10 feet? Do we go back from the we hold the curve and go back and acquire right away from the property owners? Or do we bump the curve out, and there's all different kinds of things that matter or plan to that. Can you bump the curve out because the roads are constructed a certain way, and once you start going back out into the road, you mess up that construction. I wish we had a designer here to speak to that, but that you mess with things like drainage. Sso it's basically we might need to take out the whole road to do that. So what's the easiest way to get to the point that you want? Is it going back? Private properties are going into the public right away. So that's all part of the process. When we're looking at these projects, trying to figure out what's the most? What's the best way to get what we want? **Tony**, Cause I remember doing the walk on it on that section of Blackstone, and seeing people in wheelchairs having to go out into the street to get around street furniture in the narrow sidewalk that goes right up to the building, and then, plus those are WPA sidewalks, which I don't know if that historic preservation is an issue. **Andreina**, That's one of many projects along Blackstone. We also have a brand new traffic signal at Blackstone and Weber that has been completed. That included Kurt Branson, some pedestrian crosswalks there at Pedestrian, Blackstone, and Webster. I think I said, Weber, Webster. and another project that's underway as well. I

believe they have closed the bidding and made a selection for the consultant. This one is a design project to bring 6 plans up to 60% design and this is for that southern, most section of Blackstone between 180 and Pine Avenue. Jill, And it's actually a hundred percent. We just so that it's funded with our CRT funds. We had gotten the original grant a couple of years ago, and we just were awarded the And it's actually a hundred percent. We just so that it's funded with our measure CTO funds. We had gotten the original grant a couple of years ago, and we just were awarded the second half to get to a hundred percent here in the last, the last go around, which was a couple of months ago. And that will have a road diet with it, so we'll take it from freeway each direction to 2 lanes in each direction. We will have the like, Andreina was saying. The class 4 bike facilities. We're planning on raising medians, not the flexible coast. So a little bit more permanent looking facilities. And then we're also to implement the Blackstone Smart Mobility Plan. We're looking for a location to put another crossing in. So we have this. This project, as Andrea said, starts at 10 and goes to the north to Pine, which is about where the Blackstone's McKinley great separation ties in and so we will have the great separation as a crossing we have, I think. Then it's Olive as the next crossing. So we're looking for another place in between those 2 cross links for a pedestrian crossing so traffic signal or that this study that our capital department is working on will define where that. **Laura**, I'm sorry I'm looking on the map and trying to figure out where pine is exactly there with 180. Is it north or south? Jill, two blocks North of McKinley. It goes, McKinley comb and pine. Nick North of South of McKinley? **Nick**, Repeat the great separation at the intersection. That task force will be at the sidewalk level adjacent to the sidewalk. Okay. That's consistent with Mary, Susie. Right? With this Blackstone Smart Mobility concept. **Jill**, I don't know that the Blackstone smart mobility concept. Really, said sidewalk really, said **Nick**, So I seem to recall that's the reason why? That's the reason why, basically, several months ago, I asked that this basically brands you ATAC people who are not around 4 or 5 years ago, as a smart ability concert put together, are shown what the smart military core concept was. They could see the whole thing from the northernmost limits to the southernmost limits, and the projects that were in progress. And David Bridges you, briefing us on the projects that are in progress. My recollection was that some of those class 4. They're not bike lanes. By the way, they're cycle tracks, not bike lanes. They were at sidewalk level, and I did not like that, you know, having a Class Four for cycle tracks at sidewalk level. I seem to recall that I'd lost that argument. Unfortunately, Joe stepped out. This TOD project. They may end up being at street level. **Jill**, It's just the design of it. Yes, so we'll work through all of those issues like I was saying, is free. Bumping the curve out. It may not be a feasible option to have the sidewalk level facilities. So that will be part of the design process to figure out what is the best cause. **Nick**, I am just. I dislike having the cycle track at sidewalk level adjacent to the pedestrian facility, especially now with high speed E- bikes who are going 25 miles an hour adjacent to pedestrians. and you know, and that by a certain kind of separation you're going to have

with him pedestrians and teenagers doing 25 miles an hour with their ebikes. **Jill**, So we only have the rental. So I can go through this real quick just to give you an overview. And if there's more questions, we can come back. So we really, really have a plan, somewhere in process on Blackstone. The entire smart mobility limits from 180 up to Dakota. So this plan that Andrea was mentioning is like I said, from or like, she said, from 180 to pine we have pine to about university is our Blackstone Mckinley grade. Separation? We have University to Shields, which is in design as well. Where is it? And then we just have. We haven't started it yet. Upholdings group which is the developer of affordable housing units. They were awarded the HSC. Grant, which is the same grant that that development on the southwest corner of Mckinley and Blackstone was awarded. And so through that grant process, we've worked with them to identify facilities that can be within their radius, of their project that qualified for them and their funding requirements and everything. So we will have Class 4 from Shields. That project will install class fours from Shields to Dakota. Fill any sidewalk gaps. Put in pedestrian scale lighting there's new sidewalk construction of sidewalks along now, which I don't know how we're gonna do that. And then there's a hawk, a hawk proposed at Blackstone and Garland as part of that project, but that's we haven't even really signed paperwork on that yet, but that will be coming up. So we really have, and have worked hard to get the funding in place to move that Blackstone Smart Mobility strategy along. It's a really good plan, but it's really hard to implement. **Laura**, so and and just to clarify, you mentioned that there's gonna be a bike lane along the Dry Creek Canal as part of the project, too. Did I understand that correctly?**Nick**, Class 4. **Laura**, Along the canal? **Jill**, No, sidewalk we're gonna put. So there's a section north of shields on the west side of Blackstone that has no sidewalk. **Laura**, So you're not. Didn't talk about the canal as well. **Nick**, It's along the canal. **Jill**, Yes, they are. This is just what the and if you guys aren't familiar with the Blackstone Smart Mobility strategy, we can send the link out to you so you can, you know, go through it. It's got some, really, it doesn't look like the drawing. Yeah. So you can see what those were envisioned for the corridor they had near term, and it might take steps to get there because of some of the challenges. But we really have funding secured for that entire corridor.

I would encourage you all to read through it at home, and direct questions to a parallel meeting.

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## **ADJOURNMENT**

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

The above minutes were approved by unanimous vote of the Active Transportation Advisory Committee during the May 22, 2024, regular meeting.