

ATAC Meeting, October 25th, 2023

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

Roll Call: Gabriel Lozano

District 1 Sean Zweifler
District 2 Vacant
District 3 Julie Congi
District 4 Laura Gromis
District 5 Gabriel Lozano
District 6 Steven Bradley
District 7 Absent
Mayoral Absent
Mayoral Vacant

Quorum Met

STAFF

Scott Sehm, Jill Gormley, John Barber, Andrea Aguilar

APPROVAL OF AGENDA

On motion to approve the agenda as is by Stephen Bradley, 2nd Sean Zweifler, Agenda was approved

APPROVAL OF MINUTES

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

UNSCHEDULED COMMUNICATION/PUBLIC COMMENT: “Members of the public have 3 minutes each to speak on what they want to comment on that is not on the agenda.

Tony Molina, - “President, Fresno County Bicycle Coalition, (FCBC). I wanted to welcome our guests from Muenster. I don't know if they got a chance to be introduced. We have Max Stephen and Daniel Jenning who will be with us for the pedal summit. I wanted to invite the members of the public and ATAC to join us for some of our community events that will be happening pre and post summit. One of our keynote speakers, Gil Pennalosa, will be at the River Parkway tomorrow at 5 PM, to be followed by the Bicycle at Film Festival with the Engine Inside film. I highly recommend getting inspired for the pedals which will be starting on Friday. And also we have community rides that I wanted to invite people to attend which will begin on Saturday morning. We'll be having a mural ride that we're holding with the Fresno Arts Council. Along with Gil Penalosa, Arcina paper will be giving a

tour of the downtown mural area. Also on Saturday afternoon we're gonna try to do a little bit of a tour of some of the cycle tracks in the Tower District. Even though they're not completely ready for public consumption. We'll try to show off some of our new infrastructure there. I wanted to thank Jill and complement her on her great public presentation that she did for the cycle track. On Sunday we have a couple of rides, the Mural ride and another ride that will be sponsored by the Fresno Cycling Club. We will be meeting at the BMX part with Carbossi at 9 AM to 10 AM on Sunday morning which will be a fitting closure for the Federal summit. We'll have a kind of an informal closing ceremony there, and we've invited a number of the different bicycle groups, including the Cruiser Month and Central California Opera Cyclists and the Cycling Club.

PRESENTATIONS -

City of Fresno - Memorial for those killed in Traffic Fatalities - Councilmember

Michael Karbassi - "Good evening. My name is Mike Kawasi. I'm very fortunate to be the Council member for Northwest. Fresno. Thank you all for your time. I'd like to speak today, so I don't really have a presentation because we haven't come up with what we're gonna do. I'm here tonight and I'm gonna share a story. I think everyone here is here for one reason or another, when you're a part of this community. For me there was an incident in my district about 2 days after Christmas, in 2020, I was a fairly new Council member, and it was a terrible accident where a street racer was trying to avoid a couple of police officers because he was successfully speeding and racing on Blackstone. The officers broke pursuit blocks off before, but he they just kept going, and ran into a car carrying 5 or 6 family members, 3 of them Christopher, Linda Bang and Alison Chang, who was just 17 years old and on her way to be the valedictorian at Sunnyside High School were killed, and that was a Palm, and Bullard. In meeting different people through that process in the community, one of them being Joe Martinez. He told me. "You know these aren't accidents, Mike, they are collisions and their collisions because they're totally avoidable. That's true because they are behaviors we can change. There are infrastructure upgrades we can make, and some we have done in the last 4 years as a council member to help prevent some deaths. The reality is they do happen. We need to get this energy and get them to come together to change things. Vision Zero, which we're gonna be talking about soon at the Council. We're working on Laura. So part of that process was, I was basically sitting with the city manager after maybe a couple of months after the deaths in my district and said, "You know, this keeps happening. And we had a problem because it was at Palm and Bullard, and there's private property on both sides, were both families. The family of the driver on the North side and the family of the victims South and both had memorials up. After a few months the owners basically said, look. we can't keep this up. We're getting complaints. And then, of course, everything was kind of some of the memorials taken care of. It was looking pretty bad. We worked with both families. It wasn't easy, but we worked with them. And they understood. And we basically said, You know, we're gonna work to have a permanent memorial in rescale. So we can all come together and grieve together. And remember, in fact, last thing, I'm so sorry we had a time capsule that we opened. We opened it late because of Covid. We were able to all put one item in there. I put the program for Allison in there, because 30 years from now I want someone to remember her. I'm hoping, though, we will have a permanent memorial. So when I was sitting with the city manager. I don't think she was city manager at the time she was deputy or assistant city manager. Sorry if I and she said, Well, okay, if you wanna put a memorial together when you need the funding? Why don't you push for that in the budget? And finally, this last year we got \$100,000 towards that memorial. Now, what I need though I'm

not an artist, I wish I was though. I don't have that creative mind. I know that you have a lot of passion here, and what I wanna do is to work with you and the victims' families to create a fitting memorial. For our city. As far as location. Those are things we'll talk about what it looks like but that's something that's all negotiable. I want to start that process here with this group to come up with ideas, because, you know you are an advisory body, and you are here to give us feedback. That's pretty much what I have going on with this. Thank you so much. **Laura Gromis**, Council member, "Do you have anything written about. How the funds can be spent.", Councilmember Karbassi, "Yes, it was a budget motion. It was worded vaguely for the purpose of it's going to be a permanent memorial for traffic fatality victims, and it's funded \$100,000 in the Council that was approved in the latest budget. It was kept that way. So we had the flexibility to decide how we're gonna do it. Now, as far as the process. we're going to be working with the Administration, because when it comes to managing projects and facilities, that's what they do. So the legislature has approved the funding. Now we have to work with the people that administer this city to be able to put something together. I'd like to do it sooner than later. I'd like it to be something that we can use to educate others, and also, like, I said, a collective place for us to grieve and to remember. **Laura Gromis**, "So is this for one memorial, or could this ought to be used for a memorial program as they have in other cities." **Michael Karbassi**, "The intent was for it to be an actual structure. A few years ago. We built the Veterans Memorial and the Public Safety Memorial, both at City hall. The intent was for it to be one standing memorial, and part of that was, it was just feedback I got from some different members within the bicycle pedestrian community. **Laura Gromis**, "sounds like, we might have to set up a task force for this." **Gabriel Lozano**, "I have a question. When you talk about victims are we talking about. say, every mode of transportation. A pedestrian being killed, a bicyclist being killed, a person in a scooter being killed, or or a person in an automobile killed by someone that's driving under the influence. Councilmember Karbassi, "Let me put it this way. When we have World Day of Remembrance, we gather to remember victims, and I would actually include the last category in there, too, I think, primarily, was considered for people not in a car. But that's negotiable. You tell me what you wanna do for the purposes when we do have that memorial. Again, this is something that we're very open to. I want to hear specifically, because we all serve the people you serve in this capacity for this very important issue. So I want to hear what you're gonna come up with. **Sean Zweifler**, "Yeah, no. My lead would definitely be to include, you know, passengers and cars. That's about half the fatalities on our roads. Obviously, we're, you know, focused on bicycles and pedestrians. Here are the most vulnerable users. But I think that's an important, really important piece of the story. In terms of you know what I would like to see out of the memorial. I would definitely love to see it at City Hall. I think it's really important that it's something that you know, people that are working at City Hall are seeing everyday and factoring into their decisions. I think that's, you know, the most impactful thing. If you do want to do a single, I totally think that makes sense. I do think another option is, you know, Los Angeles puts up signs at every site where somebody's been killed in traffic. I think that's you know, another good option to look at but overall, I just wanna thank you for doing this, and thank you for your leadership on everything. Councilmember Karbassi, "Yeah, it's not just me again, administration, very helpful. And I appreciate that. And I think that all these are good questions about in a working group you'll come up with, and then you'll make the recommendations, and then we'll see what we can do. **Tony Molina**, "Leadership in helping us to find a way to honor victims of traffic violence. So this is my suggestion, how this could actually fit into our vision Zero program. Our larger program that we're working on is developing an action plan. So I think that the memorial program kind of

aligns itself. This includes the memorial policy, that we're gonna talk about any other public comment.

Administrative Order 6-27 Policy for Monuments and Memorials on City Parks, Facilities, Easements, Trails, and Right-of-Way. - George Anne White - “City

manager for the city of Fresno. This is Jennifer Reese, one of my deputy city managers. So first of all, we're gonna talk to you about an administrative order that I'm working on, and just for purposes for people who don't know an Administrative Order. We have. I don't know. Probably 50 of them in the city of Fresno. An administrative order is basically a formal administrative policy that I issue to my staff within the city, and it usually has to do with something that we want consistently applied throughout the city. So it's something that probably happens all over the city, externally and internally within the city, and I need to make sure that something is being implemented fairly and evenly across the city. So that's what an Administrative Order is for, city government, one on one the reason why? We had an existing policy for monuments. At City within the Administrative Order Manual, we were confronted with an issue of having roadside memorials being treated differently in the city. Depending on where a particular memorial was erected. Different crews over the city. Some of them are city crews and some of them are private sector crews. In some instances things would be allowed to remain, and in other instances they were picked up and discarded. So we started getting complaints. Why is this one getting to stay up and mine got taken down, and so the staff was like, well, what do? What do you want us to do? Are we leaving them up or taking them down? And so we talked about and came up with figuring out an administrative order. So instead of starting from scratch we decided to pull up an existing one that has to do more. You know we have an existing policy that has to do with monuments. Those are more of the permanent structures that you see around the city, whether it be the ones out in front of City Hall. We have several in Woodward Park. Some of you may be familiar with the art of life. That was done through the city's memorial. a monument policy. They're very specific criteria for permanent monuments in the city. Because most of the time the requests for those are generated from non-city people from people coming, saying, “Hey, we really want to honor this. Can we erect a monument? That is great but we have to make sure in the city that it is done in a way that's sustainable. If you're gonna do something permanent, you need to make sure that it's handled in a way that it's gonna be there for the long haul. So there are things within the existing policy that had to deal with. You know, it should be constructed of materials that are expected to last for 50 years. There has to be a plan for maintenance. There has to be an endowment for maintenance, because the city's not in a position to financially be able to maintain things in perpetuity. So we looked at that. And then we said, okay, that we got a good policy for permanent housing. But we don't have one for temporary use. So what? We've worked on and as soon as we get the computer up and running. Is something, a draft that we have looked at. What some other cities have done. We've talked extensively with the Public Works Department, the Police Department trying to come up with some ideas of how we would deal with memorials on city property and city right of way. So we only have control over property that we own, and that is within the city public right of way. This wouldn't apply to private property. We don't, you know. We don't have a say over what happens as private property. So with that I'm gonna hand it over to Jennifer. And she's gonna go. What we're interested in hearing today. If I'm interested in hearing your feedback. This is something that you guys deal with, you know, every day. You know, I know that there's some strong feelings on the topic for those of you. Administrative orders do not get approved by the City council. They're approved by me because they are an

administrative direction to my staff. I'm telling the public works staff out in the field. This is how I want you to handle something. So because the city Council doesn't have authority over my staff. That's why it doesn't get it doesn't get approved by them. In general we do not go and I can't think of a time where we've gotten public comment or any feedback on an administrative policy. We do. As a matter of rules. We do have to circulate administrative orders to all of our labor unions, because it may affect our workers out in the field that are represented, and they may have comments on something that may affect their work rules but other than that we don't generally circulate. However, we thought this would be a good group to get feedback from so that's why we're here today interested in hearing your feedback and you know. Open to whatever your comments and suggestions are. So with that, I'm gonna turn it over to Jennifer. **Jennifer Reese**, "Good evening, Jennifer Reese, deputy city manager. I apologize in advance. If I have to pause and take a drink of water, I'm recovering from a cold, so I might have to pause. The Administrative Order 6 27. Starting off on the purse. The Powerpoint is just gonna cover the key points of the changes. So the first change is the title. As mentioned, the prior policy only addresses monuments in city parks and facilities. So the draft revision is a policy for monuments and memorials on city parks, facilities, trails, and right of way to the next slide, please. A little bit of background which Georgian covered. A lot of it. But administrative Order 6 27 is an existing order that the original version of it is available on the city's website. This would be a revision to that policy. and it is to ensure consistent handling of temporary memorials, including ghost bikes. The revised draft of administrator, administrative orders. 6, 27 also adds a process for permanent semi-permanent and temporary memorials on city parks, facilities, Eastern trails, and right of way. So, starting off the key points of the revisions. The revised policy includes an application form. So the purpose of this is for temporary memorials, because we know that temporary memorials are often spontaneous. The city is not always contacted before they are installed, but it is to have a process, or whether it is sometimes we are contacted in advance or even if the city is contacted after the fact. It's very helpful to have the contact information from the family or individuals that are organizing that memorial, so that if it has to be removed, or when it has to be removed. For any reason we know who to contact, the draft policy also provides a definition for ghost fights which we did not have that defined before, and that definition is on the slide here. The policy draft proposes that tampering memorials may remain for up to 90 days, so long as the site is being maintained. The materials are not deteriorated, don't appear unfit and so long as it's not deemed unsafe or detrimental to the public interest. When a memorial is to be removed, the city will make reasonable efforts to preserve the materials and contact the organizers in case they would like to take those materials. If a memorial is deemed unsafe or detrimental to the public interest by the city manager or her designee it shall be immediately removed. I think I covered this part already, but you know we understand that temporary memorials are spontaneous, so they do not require prior approval, but the city would encourage individuals who want to place a memorial to complete an application form and submit it through the city manager's office, so that Staff knows who to contact, and we can communicate any issues with the site, or when the materials are remote and the application form would be available on the city's website and submitted through the city manager's office for consideration. In developing this policy, we did look at a number of different city policies. That we're able to find, and spoke with all of the departments in many different departments that encounter these requests for not only temporary memorials, but things like plaques on benches, and so our parks department or public Works Department? Many of our departments encounter permanent or semi-permanent memorials in different ways. And so this is really a way to

make sure there's one point of contact going through the city manager's office, and that we have a process to make sure of these sites and requests for memorials and monuments. Monuments are handled in a consistent way. Laura Gromis, "If I may. It went through. The order, and I have a couple of comments first under the purpose. You talk first about monuments and then the handling of temporary memorials, and I think you need monuments and just memorials at that point, because structurally we have them monuments. And then the memorials would make sense to take the temporary out of there. It's 9, 3. And that purpose and yeah. Looking at your classification between the memorials, permanent memorial, semi permanent memorials, and then temporary memorials for me are the examples of the temporary memorials listed. They are not in sync. Those bikes are a different memorial than a collection of ballooned flower stuff, animals or photos. It seems like for me that they are more. See my permanent. I would heavily suggest having, like a separate category that would also extend the timeline for temporary memorials that we would have maybe a timeline. I mean, ghost bikes are there to remind the public of something that happened right? Maybe I lost somebody on our street. Could this be a suggestion to leave the ghost bike until the street is updated? It's made safer or maybe we can also have a time restriction of, you know, 5 years, one year. You know, we'll just think that would warrant a different category than just balloons, because it just has, you know, a more permanent quality to it. and then again, another review process. You talk about mem monuments and temporary memorials, and it probably would make sense to talk about monuments or memorials. because you would probably want all memorials to be reviewed under this. I guess one thing that I also wonder, you mentioned under monument review criteria that you don't want to duplicate existing monument themes. However, our city is big, and we have very different neighborhoods. I feel like that. It might be nice to allow monuments in different neighborhoods. You know, for similar themes, just because we have different neighborhoods, and you know some people might never come to one part of the city, and then on under E, the same section, and also on the public right away. I just wonder if parking lots would also be an appropriate place, potentially 4 monuments or sigma permanent under all the statues that you can refuse, that I don't know how much space our city has. What did they say around downtown? 30% of all the space is a parking lot. We have a lot of parking lots and we have a lot of streets right together. We are over 50%, probably in space. And that's just a guesstimate. I don't have the number. You have better numbers, but I would encourage you to consider a parking lot as another thing as another location where memorials or temporary memorials could be considered just because we just have a lot of this. And then again on the last page **for those bikes**. It would be nice to have a longer period than just 90 days. And again I gave some recommendations that I would say, you know, on the length of time of how that could be structured. So thank you for letting me go through all my comments. Gabriel Lozano, "So this is an executive order, but I assumed that parts would be the one collecting the information.

Georgeann White, "It would depend on where. So, if it's a park facility, yes, if it's on a street corner, it could be public works. It just depends on the location. Gabriel Lozano, "I wanted to say that Tony just spent a lot of his time hunting down the bike that was stolen." So that means that our police are gonna be involved. My suggestion is just put something that can be tracked to be able to find them and make sure the time it takes to do that is minimized. **Georgann White**, "So I just want to make it clear the city would not be taking possession or ownership of these. The family or the organizer, so we would not be paying to maintain them, to secure them or put a tracker on them. We would just be creating a formal process to use city space to put it. We would not be taking any sort of ownership over that, and not

spending any money to maintain, or anything like that that would have to be done by the organizer or the family, so would we have expectations of how secure that memorial to bike is valuable to someone. **Gabriel Lozano**, "Just wanted to minimize the time in dealing with a stolen bike, which is a cost to the city. **Steven Bradely**, "In this case 3 police officers were injured in the process of that arrest. Plus, I have another thing. You know, this is in my district, and some people are very happy with you. This bike, and a lot of people can complain that it was there for more than 90 days. I didn't really take a stance either way on it, you know, because it's not technically my purview per say, because it's the personal memorial of somebody's. So I'm trying to weed my way through exactly how I want to stand on this. Sean Zweifler, "So I have a question. On page 5 there's a section called public right of way, and it talks about the monuments. Does that also apply to these temporary memorials? Basically just saying, the monument shall not be a public right of way, with the exception of, like a ground plaque. Georgann White, "Okay. So I think what we're trying to say is to clarify. Imagine, like a big marble, big boulder, permanently installed, screwed into the ground or concrete port. There is a process, and that we're not changing that process for monuments. There's a process you have to go through so memorials and the public right of way. Correct me if I'm wrong. More of the things that we're talking about which are more spontaneous such as flowers, candles, photos and of course, as we've said, ghost bikes in the public right of way. **Jennifer Reese**, "So in fact, I think the section he's referring to are at Saint Monuments in the food right away are limited to memorial plaques. That was part of the existing. **Sean Zweifler**, "My question is, is just, are these memorials, with candles, flowers, things like that going to be allowed within right of ways is what I'm getting at. **GeorgeAnn White**, "So the idea is, yes, for a time period. Okay? For their temporary. So yes, we do want to allow and I mean at Friant and Fort Washington there's the one for the little boy that was killed a couple of years ago. There's the one at Friant and Shepherd, where the young lady was hit by the tow truck. Where you see the displays, so yes, but for 90 days. Because as you go by the one, even at Friant and Shepherd. It's faded, there's things falling apart. There are times where people are lighting candles and that's something that we really want to avoid. You know, the electric ones are fine, but we don't wanna have like open flames out left unattended. Obviously, that would be something we want to look at. So technically right now, something should be put in a public right-of-way without a permit. It's not allowed. There's all sorts of processes and permits that you have to go through to put something in a public right-of-way. So we want to create a forum where that would be allowed. And we want, you know, people to be able to put those types of displays. You know, we want to make sure that we have some sort of contact information, because the last thing we want to do is after 90 days we box up the teddy bears and the candles and the photos, and we don't know who to give it to. So you know, we really want to avoid that. So that's why we're trying to create this sort of contact information form. So like I said technically, they're not allowed. There should not be anything in a public right of way that has not gone through the public works process. None of those spontaneous displays go through a process right now, but we have allowed them. Now we are getting complaints about it. Well, mine got taken down after a week. Mine got left up, you know, so, and so got left up for 6 months. So that's why I have to create a policy, because I can't have one family being treated differently than another family and especially across the city. You know, I just need to have that uniform treatment across the city. So we're trying to create the space to allow that and we're trying to define what the time periods would be for each type of memorial. **Sean Zweifler**, "Yeah, no, that totally makes sense. Another question I have is. Where was that memorial should not remain in any area if they interfere with routine maintenance activities, such as going,

irrigation, painting. My concern is that you know we have a lot of areas of the city where that's what's on the side of the road. There's not really any sidewalk, maybe there's a small curb. Is there gonna be some sort of allowance for that kind of situation? Georgann White, "Yeah, so what where we've had a lot of problems is because if a landscape contractor is out there trying to trim a bush that is overgrown and doing that they've had to remove. So that is exactly what has happened. So we would want to encourage that one first of all. We're trying to limit it to a time period because our landscape maintenance is on either a 30, 60, 90 day cycle. You think about when we make it like grass gets mowed pretty frequently. We don't want to see things in grass usually, where you see sort of the where we have like mulch down right? Less maintenance on that most of the time. We're just spraying weeds there. So that would be an area that would be something that you know, that would be much more conducive. So you don't want to interfere, because what happens is we have to maintain the landscaping. We're gonna have to move it. and we want to avoid that. We don't want to, you know, cause unnecessary angst with families. So if we do that's another reason for trying. We're trying to put something in so that we don't have someone go and put something in And it just so happens a week later, we're going out to do landscaping maintenance, and they have to move it out of the way. So you know, we're gonna do the best we can. But you know, ideally, it would not be wise to put it in anywhere. An Area that's graphs because that's gonna have to be moved. It would be the area kind of off the sidewalk. In kind of a planter area away from bushes and things that have to be maintained on a more frequent basis. Sean Zweifler, "Yeah, no, I understand. That's a very tricky situation. And I'm sure you're juggling a lot of bad options and I would definitely encourage you to think about, you know. Is there a way to approach that a little differently in terms of. How do we still allow people to have memorials in those situations? I understand, you know, juggling a lot of different things. I just wanna back up, Onora was saying that you know those bikes are, I would argue, different from these kinds of memorials. They do exist, as you know, public reminders and a public call for advocacy. I would really encourage you to maybe part out of a kind of slightly separate exception for that. I don't think they exist as a personal memorial. I think they exist as a slightly different category. So I just, you know, really encourage you to see. You know candy's there for a lower time frame particularly, because, you know, these ghost bikes do not, you know, have the same issues with fading and things like that. They stay looking nice for a lot longer. So I just would encourage you to look at extending the time period specifically. Julie Congi, "I thank you for this. This being an important project for you guys, too, it is important to me. I've lived in many different cities, and these ghost bikes are all across the United States in Canada. So we're not special. They're everywhere. So I do think we should either keep them up. And I like having an application where we're like telling the families. Hey, this is what's going to happen. If you guys get flowers, it's going to get cleaned up just like at a cemetery. They get cleaned up after they day the flowers and stuff like that. I do think just to piggyback about the ghost bikes like they're in offer a rule after they get painted white. I know that one bike was stolen, and he was trying to take it for parts. It was a, you know, mentally mental person that was trying to destroy. Take parts off that bike, but they are done. Those bikes are not rideable. Because they've been painted all white. So everything comes together. Also the memorias you guys are talking about Would that just be a memorial like at one place in Fresno? Then all these are like mini memorials? We would say, Hey, I'm just thinking, if this is your guys idea, how one major memorial and then all these other temporary memorial memorials are going to say, well, we're just gonna put you guys on this plaque over here, so don't put it where the person was killed. **Georganne White**, "I think councilmember Kabasi. So I think what we're

thinking is a single type of memorial. Nothing's decided. So we've talked about, you know something that we may add names to. So theoretically, it could be that you know. Say someone is killed at a particular intersection. Family can put the flowers, the blues 90 days later it comes down, but then that name goes on the permanent one. So maybe the annual remembrance for the family for forever can then move from that particular location to the permanent location, because we also want to avoid families being in a location that is not safe for them to be in as an example. You know, the couple that was just killed on Friday. It's in the median island, and I saw the flowers and the things, and I thought, Oh, my gosh! It's Friant road! 55 miles an hour! They had to cross mid block to get to that location. I don't want those kids going navigating that once a year, or birthdays, or whatever, and so you know, to be able to have a permanent place where they could go. And you know whatever flowers, or you know, light candles or something. So that's the idea. So it would be the kind of, you know, the kind of immediate grieving for a short period of time, and then theoretically, that meme could be inscribed in a more permanent way where they could go all the time and be in a location that's safe. Julie Congi, "Is there maybe a process where families could raise money to put a plaque at that actual on the side of the intersection, or anything like that saying, Hey, if you want to extend it. We're gonna do this for you guys. We're gonna put you guys in our memorial display. But if you guys want to pay for something like a plaque or a dedication. This is how much it costs. Georganne White, "So we have had discussions about those things. We have for a long time. People wanted to put up a bench and a park, hey? I wanna put up a memorial bench. I wanna put my loved ones name, and then it goes. We had too many benches, and then we had to make those benches, Ada accessible, so that bench that was donated by the family for maybe a couple of \$100, then turned into a \$3,000 expense because we had to go out and pour concrete and make it 80. So art directors are like, hey, I don't need benches. So they are working on sort of a list of ideas of what the types of things that could have dual purpose that are needed in the community, but that could also recognize the loved ones. So whether or not that could be at an actual intersection. I'm not sure that we like it, if it's concrete, you know, it's really not a good way to install a plaque on concrete. Could we do it in a planter? I don't know. I'm not saying no, but we would just have to figure out a way to make sure that it wouldn't get stolen, because if it's metal. We have a lot of those problems. We have plaques on the benches along the Sugar Pine Trail that were made out of like a heavy metal that had been taken in for scrap metal. So we also want to avoid that. So I thank you. We can continue to talk about that as an idea. **Julie Congi**, "My last question is, have you looked at other cities? Not just California, but other cities around the United States. What if they have done programs? Jennifer Reese, "So the definition of ghost bike in the draft came from the New York policy. That policy is specific to defining those bikes versus derelict bikes. It doesn't address monuments and memorials. I also looked at a and I hope I'm pronouncing this correctly. Capillion, Nebraska. They have a temporary memorial policy. Doesn't address those spikes and then also looked at Escondido, which had, like a good format of an application. So for each of these I don't think it is that none of these policies I looked at covered everything that we wanted to address, but we didn't take pieces from each of them. And certainly, if there's others that are good suggestions, we'll take a look at as well. Gabriel Lozano, "I just did a little research. But Florida, the highway system, I guess they have an organization that has something like Ghost Bikes along. I didn't really get into it a lot, but I think it has some information. Julie Congi, They've been trying to make ghostbikes a first amendment right? Have you looked at Cal Bikes, they've been trying to make ghostbikes a first amendment right? Georgeann White, "So I just wanna be really careful with that, because it's one thing when we start getting into public

property. It becomes governments. It's not the first time we go through this with the whole flag display. We've gone. We've had to consult first amendment lawyers, and when it comes to government speech we have to be really, really careful. And so right now, you know, there are certain things that are adopted by the city council that are considered a government speech. So if we went into that arena, it would be something that would have to be voted on by the council, because only the legislative body can decide what government spaces. So that's why, when we do, whether it be flag raisings or or lightings, or whatever. There's a specific list that is adopted because it's considered government speech because it's considered government speech because it's on government property. So we just get into really really tricky territory and require a lot of extensive legal review, especially the first amendment from the Constitution. Then there's some stuff in California as well, and it's an agonizing review. **Laura Gromis**, "Yes, I was wondering about the equity of the application. Here we have an educational challenge right in Fresno. I think we have a 26% grad university degree rate. So a lot of people are not so familiar with the governmental process, and are very intimidated. Have you thought about the equity aspect of how to keep it, know and manage that process?" **Georgeann White**, "So really, the only thing we really want from an application is contact information. And if people don't do it, all it means is when we're ready to take the stuff down. We don't know for sure who to give it to, and in some instances maybe we keep it for a couple of weeks, and then it gets thrown away. So I hear what you're saying. But we're not trying to do like I, this is not about like, Okay, you're okay. And you're not okay. It's really just about getting that contact information, so that when it's time for it to come down, we know who to give it to because you have. Sometimes we also run into issues where you have different factions of the family. Well, you shouldn't have given it to them. You should have. Parents may be divorced. And so we. That's why we're hoping for that. But really what we would default to is usually I go to the police department. And I said, You have victim information, and it's just if we can avoid that up front. We just like to get the contact information. But it's not gonna stop us. We're not gonna say, Oh, oh, this picture is over here, and they didn't turn in an application. That's not what it's about. It's just about when it's time for that to come down in 90 days. Who do we give it to?"

Public Comments - Marcia Moore, "I'm hoping when I lost my husband and my son lost his dad. Our lives were shattered and our world changed forever. Paul was the loving husband, father, brother, son, friend, teacher, and he was a cyclist. My husband loves cycling, and that's how I came up with the idea of having a speech for him. I want you to know that grief does not have a time limit. It goes on for longer than 90 days in losing your loved one in such a traumatic weight. It is very devastating and 21 months after my husband's death my son and I still struggle each day without him. One thing that I want you to think about as you make this policy is that people who lost their loved ones in traffic fatalities want and need their memorials. It is part of our grief and healing process. I have an emotional connection to my husband, and when I see it when I pass by it brings me comfort. On the morning it was vandalized I received a text from a friend. This person was the person who performed CPR on my husband when he died. She commented about it being gone, and that every morning she turns on her radio and says, Good morning, Paul, and when she leaves word she says, see you tomorrow, Paul. She was devastated not to see it there. Another person commented that the bike has been a good reminder to be cautious in that area, and another person stated that the bike reminds me of Paul, and I think of him and I smile. These are some comments I received and from these few examples, you could see that the ghost bike is meaningful to people, and it has brought about conversation and awareness to that intersection. This may be hard to understand,

but the intersection where my husband died is sacred to us, and that's because this is the place where he lost his life and took his final breath. Paul's ghost bike is more than a memorial for my husband. It is meant to raise awareness about the danger of that intersection, and that there is a safety issue there. It is meant to remind drivers and cyclists of road safety, and to be careful because a beautiful life was taken at that site. No person should ever die like how my husband lost his life. Our city needs to do all that it can to ensure the safety for all its citizens, and that needs to be our cyclists and pedestrians. My husband's ghost bike should act as a catalyst for change. In February 2022 my family stood with family friends and the cycling community, till the letter sent by Mayor Dyer, he expressed the changes that would happen on Friant for the safety of our cyclists and pedestrians. Still, to this date work on Friant has not been completed, and traffic is only getting worse. I am asking you tonight to preserve Paul's ghost bike beyond the 90 day limit, and use that as a reminder that you still have work to do as a safe to make a safe crossing for cyclists and pedestrians to and from Woodward Park. Thank you.

Diana Durham, "My name is Diana Durham, and I'm Paul's big sister. You know, ghost bikes are meant to be a reminder that a tragedy occurred. And it's a quiet statement to support cyclists' right to safe travel. It's meant to be a jarring reminder to drivers to slow down and help make our roads safer, and as some of you have mentioned, ghost bikes have been around for more than 20 years, or they're now all over the world. You know, cities like New York City have an official policy, that says ghost spikes stay up there indefinitely. I've heard that New Mexico and I haven't actually been able to find the actual legislation, but I've seen articles about it that New Mexico has to date legislation, making it against the law to remove ghost bikes. So personally, I don't see ghost bikes in the same category as balloons and flowers, as people have said before, I think they're more substantial, and they should be up longer-I don't understand or like the 90 days. I'm not saying it needs to be up indefinitely, but I do see it as more semi permanent as opposed to very temporary. It almost feels like the policy is anti-cyclist. If you're talking about 90 days. If Fresno wants to reduce pedestrian deaths and bicycle deaths and wants to adopt Vision Zero. Yet they want to limit ghostbikes. That just doesn't seem to make sense to me. That's my personal opinion. So, like Marcia, many people have said to me when I see the ghost bike, it's a constant reminder to me to be a careful driver. I think that's the message that it sends, and I think it provides more comfort than you probably realize. Thank you! **Tony Molina** "I want to thank the Active Transportation Advisory Committee and staff for allowing this conversation to happen. This is actually kind of a milestone. I appreciate the importance of this conversation. I think everything that's been sent is so incredibly eloquent. I think a lot of the ideas are very, very worthwhile to consider. You mentioned that those ghost bikes are national, but they're actually international. I understand that in Muenster they are a symbol. And I do believe that symbolism is important. Because it does create safety messaging that we don't really have alternatives to sometimes. They speak volumes about we've had, you know, messaging campaigns on, you know. bus routes and things like that. But I don't think they really had the impact that this ghost bike has. Because I know I've talked to people about it. And there are a lot of people, you know, part of our challenge is education. And there's so many people that don't know what a ghost bike is. But they do now so thank you. Glad to see Diana and her family bringing ghost bikes in Fresno up. So hearing the discussion my opinion is that I would agree with Laura, In the idea of considering it as a semi permanent the definition in the policy does describe some examples of semi-permanent things. So I would actually think that those bikes would qualify as a semi permanent memorial recognition. So I would urge consideration of, you know, including those bikes as a formal

monument. I think you know the point that it, should serve as a reminder until you know there's an issue there that may, I mean not be something that could be done to mitigate. You know the hazard at a particular location. But I think certainly, until you know, if there should be an analysis of a plan and then an implementation kinda like you would do any kind of, Infrastructure. I was thinking about the analogy that we have with infrastructure. We have permanent infrastructure which is costly and takes a long time and we have pop-up infrastructure. We demonstrate traffic safety innovations which we refer to as tax urbanism. And there's also a category of tactical urbanism that is referred to as quick build. I would consider ghost bikes as kind of a quick build. Temporary quick build definition is what? 3 to 5 years? Maybe in terms of the durability of the project, and I would say ghost bikes would probably last at least 3 to 5 years I would consider them a quick build, a tool in the armament, interrogating practical urbanism as an approach to accelerating improvements in bicycle infrastructure. **Laura Gromis**, "I was wondering about the process. Georgia Ann. I hope you can take a lot of our comments, especially extending the timeframe and kind of seeing goes by a little bit more. Obviously my permanent memorial would be possible to review the kind of update that you're making? Georgeann White, "So we'll go back and kind of absorb everything and kind of walk through. And I don't mean review before it gets implemented. I mean, we can share with the final policy that's no problem. I do not know if I will come back. I think I can. I'm really nervous about the precedent that I set about bringing an administrative policy to an outside body. And so I would be hesitant to do multiple reviews. But I'd be happy to share what the final policy is. But yeah, we'll go back and think about all what all your comments are, and take a look and and do a little more research on some other cities. **Laura Gromis**, "Okay, wonderful. And it seems like New York has an extended time frame. So if you take the definition, maybe you can look more a little bit into that. Well, thank you so much. And just another question is are we thinking about suggestions for the memorial. It seems like we're gonna work with your office as well in some ways. **Georgeann White**, I mean, you know, Councilmember Karbassi, was the main person for the funding. And so you know, the council passes budget motions, and then I go to him and I say, Hey, but we got this 100,000. What? How do you want to do it? So we'll work together once the decision is made. What happens is, once you decide what it's gonna be, then we go and get it built. For the most part. **Julie Congi**, "Can you look into two things for me? The cities of Chicago and New Orleans, **Laura Gromis**, "**We better start with a great presentation about** our partner city in Germany, Munster, which is known as the Bicycle City in Germany. And with John, can you pull up the presentation and then we'll ask you to join us up front here and talk about mobility and wind stuff. So thank you so much Max and Stephen for time. Presentation **Max Stewen**, "I will just start with a presentation. My name is Max Steven, and I'm working for the City of Muenster bicycle office. We are a team of 5 and soon 6. future, maybe 6 people working on cycling in minster cycling infrastructure and on like public relations promoting cycling in the city. First I want to introduce to you a little bit of the district government, and it has about 320,000 inhabitants. Population density is like 1,054. I have a tenth. It's about 7 2,700 inhabitants per square mile, and the surface of the city is 116 square miles. This is nearly as big as music, but only in terms of surface. The topography is really flat, so it's easy to cycle around instead. So we have the highest point, about 98 meters, and the lowest part just like 38 meters. Here are river amps. and we have some challenges in mobility in Muenster. It is a growing city, because it is really attractive. Yeah, a really big hub for the region in terms of jobs and housing, and so on. And we have the challenges of climate change as we all have. We have the challenge of quality of life and stay and the challenge to reallocate space. Use of space is another big

challenge like making the road safer. We have some deaths caused by cars hitting bicycles. I want to talk about the modal split. You can see it on the left side, the choice of transport within Muenster. It has risen by 3% compared to 2019. And we now have 40% of Muenster's outages of Muenster at the bike. About 96% of the trips are made by car and it's getting lower and lower. About 10% it's made by pedestrians, and only 8% is spread by public transport transferred due to Covid. It's got a little bit less. But if you look at the choice of transport from the commuters coming to Muenster, there are 75% of them coming by car. And this is our big struggle. Because we have to know this. Let's put the percentage. We have a strategy for this. It's called Master plan, Mobility Muenster 2035 plus. It works on solutions. It is still not ready, but we do need this. We have a wide range of offers for a growing city that generates traffic. We have an existing transport infrastructure. But it's switching its limits. We have to meet the current climate targets, and we have to close everything. So the basic idea of this master plan is to no longer view traffic separately by network. So not the road, rail and bicycle networks each by themselves. We want to approach mobility planning in an integrated way. So we are looking for a holistic network-based, and to model views on those they are planning and develop an integrated planning approach. Now I will present his son. The overview and public transport and there's the rail network. We also have a bus system, and we have an on demand shuttle service. It can be good via application, but it's only a test for free or they have it from the south of the city. These are some important transport projects. We have a plan and there is the implementation of Espana. It's a suburban railway system for the whole region, and it will be built bit by bit until twenty-fourty. The first step is to reactivate the railway line connecting Central Station and Winston's outskirts with that is the surrounding city in the city southeast of Muenster. It will be the first line of this network. You can see it above the green map. So yes, we want to implement mobility apps all over the city to connect the different means of transport with each other. We plan a systematic bus acceleration by building bus lanes and having better connections around the city. You can see the focus of the Central station. As you can see on the map, there are many places in Germany, Europe. You can reach via the railway system and it's a transfer point to all of all parts of the city and Europe, Germany and the region. So there are high-speed rail connections and regional routes as well as for city bus and the regional bus services. It's a central station. We want to promote internet multimodal behavior by implementing suitable offers. We have the touchstone bike parking garage. It was opened at the end of the 90 s. And that is still Germany's largest bike station, with 3,500 parking spots. We just opened another one of these at Zoom, another bike park garage. It was opened in August last year and it has around 1,800 parking spots. This for the indigenous folks. There is an application and a camera detection system. And you just ride with a bike into the building, check in via the application checkout again and that the payment was done automatically by a credit card. Our goals for cycling are to reach a cyclic share of 50%. We nearly reached this goal. We want to establish our continuous, systematic and hierarchical cycling network to find. You can see it on the right side consists of purple lines connecting the suburban region of the city center of Muenster. We have the main roots in dark blue, and the basic roots in light blue, and our goal is to make cycling faster, safer, and more comfortable. By removing, repairing and improving the aging, sapping infrastructure. There is the project of Villewood. It's the purple lines from the map before, and its development of a network of routes for daily use between Worcester City Centre suburbs surrounding municipalities, and we want to expand 14 routes that are predominantly based on existing ones. We want to implement a modified homogeneous standard of development for all those routes. Here you can see the promenade. It will be, or it is already, the inner city circular junction

between those routes. It's a green ring. We're in the city center. Bikes and pedestrians are only allowed in this area. Here you can see the beginning of Cyker Streets in Rochester. The first Cycle Street was established in 1990 as a part of the model project. You can see it on the left side. and, as you can see, parking on both sides, and the narrow lanes made cycling unattractive or dangerous for cyclists. So there were a lot of conflicts in the cycling street. So cars can only go 30 Kilometers per hour per hour maximum and the cyclists have the right away Yeah, drive next to each other, and the cars have to stay behind or can overpass further distance of one meter to 50 meters. We developed a new standard for those streets on the left side. You can see the old street before reconstruction. There was parking on both sides. The roadway was really narrow, and it wasn't really recognizable as a cycling street and after rebuilding it there's a roadway of 45 meters. It is kind of dreadful now to indicate. It is for cyclists The touring zone to the park tariffs on one side only is about 50 cm to 75 cm. That's good progress. As mentioned before the First Cycle Street was established in 1990 and in 2019 the CycleStreets 2.0 standards were adopted by the city Council in 2023. There were already 19 cycle streets within kilometers. 10.3 kilo kilometers meet the new standards. I don't think so. We were the square known as North Cycle Streets, with a total length of sheep by 3 kilometers. So yes, 4 of them are newly built, and one is adaptive to the new standard and the whole process. Yeah, we did some learning and found out that communication participation are the keys to get the people involved to support these plagues. This is another project. It is our award winning expansion of the canal service route to make it suitable. **We** have a canal from the south to the north border of the city, and it goes right through the city center and it has a total length of 27 kilometers. In the upper pictures, you can see the status before. It was a really dirty way. It was a wet, slippery surface, and looks in good condition, and we just asphalt it for the surface. It is now at least 3 meters wide and has a road edge marking, and there are lines and adaptive lighting. So it is now a safe place through cycling to work around. A way to access the city center. On the next slide you can see our bike parking solutions. We have some spots for Kilobytes at our central dome floods. It's the place where the market is 3 times a week. I think so. It's really attractive for carnival bikes to park. There we have a program for the residential areas where people can make suggestions and an online map for new locations, and we will then go there and look at what we can do. And the goal is to have 3,000 parking spaces each year. We don't go because it is really ambitious. This year we have about 1,500 bike market spaces realized. On the right, you can see the new bike station at the Central Station and the district at the train station. There are some collective bike parking facilities where you can park your bike safely. Yeah, there you can see those maps of the suggestions of the people. And on the right side there's a before picture and the after picture. So we transform car pockets into bike pockets.

Questions

Sean Zweiffler, "I think my main question is, you know, where did you find the space for all of these bicycle facilities. **Max Stewen**, "Our city council, where we went to our city council, made the proposal for 1,500 spots a year. We want 3,000, but we don't have the personality to do this. So yeah. But the goal is 3,000 now. There's a sentence in this decision that allows us to transform car park spaces into bicycles. marketing spots. **Sean Zweiffler**, "Yeah. And then one other question. I have. You know, with the rise of electric bicycles. Are you guys having conflicts with, you know people going fast on electric bicycles, traditional bicycles, pedestrians. How do you deal with that? **Max Steven**, "We have this conflict, especially infrastructure, which is narrow and not in good condition. Our answer to this is to build her bicycles because the streets are wide enough to overpass.

Julie Congi, “I have a question on the like, the garages, the difference. Are you refurbishing buildings, or are you building those from the ground up? How are you deciding?” **Max Stewen**, “Yes, the 2 examples I showed you. They were newly built, the first one in the nineties, and the second one was built during the rebuilding of the Central Station building. So this is completely new. But there's another car parking garage next to this new bike parking garage, and the plan is to transform it into a mobility hub containing 3,000 more bike parking spaces. We will see if it is possible to realize this. Within our parking goals is 3,000 a year. They could be any kind outside everything included in that are in a garage or in a locker of some sort. It is for the quarters where the people live, not for the central station or for bike parking matches. **John Barber**, “I have a question. I'm just curious. Cause the ratio of cyclists is so different compared to what we have here? Is there incentive for people to buy a bicycle? Is there maybe a vouchers provider or something to where the ridership is closer to 50% ridership. Or is it just a culture difference? **Max Steven**, “ I think it's a cultural difference. We had funding for cargo bikes for I guess it was 2 years. And yeah, the funding was empty after 2 weeks. Really run on the cargo bikes. We won't do this again, because the act of accepting the funding and giving it to the people was really complicated. And we needed a lot of personnel to handle this. So I think it is. It is a cultural thing that we just encourage people to ride their bikes, but there's no financial benefit. So every person really has 2 bikes. **Julie Congi**, “How much is it to maintain a bicycle there are options like nonprofit bicycle shops, and then keep the costs low? **Max Stewen**, “We have some kind of auction. I don't know. This is the term, we have the problem list that many people leave their bikes in public space. They forget some of them so we have to collect them, and then they are given to this auction online **John Barber**, “Do you have data on what the average person does a day or week on a bicycle in a week? **Max Steven**, “We have those data.. Unfortunately, all I can say is that bicycles trip this an average of 60 min. You could say that up to 7 kilometers a bicycle is after some 7 kilometers is getting lower, but the electric bicycles are extending up to 10 or 11 kilometers. **Laura Gromis**, “So what's kind of socially acceptable, you know? Demand, hey? I want to meet you there, and I know you have to bike, you know, like what's acceptable, to ask somebody what kind of time period is acceptable to ask somebody to bike or ride to meet you at a certain location. That makes sense. That question. **Max Stewen**, I think it depends on what kind of bike you're arriving in. I'm riding on electric bikes So for me, half an hour is totally fine. But I think the average is maybe 22-25 mins. **Laura Gromis**, “ Why we want Muenster. I think we established that the density is actually higher here than in Muenster. Right couple of slides kind of did help get more cyclists. **Max Stewen**, “**I think**. or equal random bikes before were just bicycle streets and all those new destinations and roads, especially on this canal section have a counting system. A great tenement projecting system over the city, and we plan to do our pods, especially this one at the last section that said that I think there's 20% more that are using this route. Mobility in Münster Presentation. - M. Stewen

<https://fresno.legistar.com/gateway.aspx?M=F&ID=bb58fa9e-58f7-4409-bb8e-65177079b62a.pdf>

TASK FORCE REPORTS

Safety Task Force - We've met in the safety task force. We were a little bit delayed. There were just too many things happening. So we don't really have a phone update. We're working on the safety report. So we would keep the task force open for one more period to finalize. Thank you so much.

World Day of Remembrance Task Force - Yeah, it's happening November nineteenth, I think is in process. We're doing it at City Hall. We have migrated to. We're having speakers at 3:30. We're having a candlelight vigil with more details to come. On the workday of remembrance task force, a proclamation for World day of remembrance will be presented on Thursday, November second so this week it's so it's kind of fitting to add this. So the proclamation will be 2 weeks before the actual event. And we felt that it's important that we do this at city hall. The whole body hears about the world there from the memorial and the goals of Vision Zero.

Memorial Fund Task Force - Wonderful and then we'll have to establish a new Memorial Fund task force to discuss the funding that accounts. Member capacity has secured who would be interested in part of this. Julie Cong, Tony Molina, Laura Gromis I just have been working with councilmember Kabasi on this, and have been having conversations about it.

MEMBER REPORTS AND COMMENTS

District 1 - I'll make a brief Jill for presentation on on the bike lanes the other day, and you know, Councilmember Perea's vice President, pray her office and Arias office for putting that together, also very much looking forward to the fourth, which I'm sure you probably have more details on. There's gonna be a bike helmet giveaway. You know, a bike rodeo and ride. Wishoun to Vanuess, Wishouns looking great, so is VanNess. I'm seeing more people use them. I'm seeing, you know, parents with kids on their bikes. I'm seeing, you know, people going to school, people going to work. I saw someone on an electric scooter taking some groceries from Tower Market, so you know, I really obviously love to see more people on them. But you know, I think we're working our way there. But I think you know, so far they've definitely been a success. I still think a lot of the drivers aren't quite getting the program that we're seeing a lot of right turns on red you know, along Palm, where there are other signs prohibiting that. We're seeing people pulling into bike lanes to make turns where they're not supposed to. So I don't know if that's just gonna be something we're gonna have to wait out. And people figure out, or if there needs to be additional signage, or whatever I think it's probably too early to tell at this point. But something keeps your eyes on.

District 2 - Vacant

District 3 - We got the event. Well, we have a ride on October 29th, which is the WTF. Ride. Women's Trans Fem Ride so hopefully they like to come to the community. That's me. Identify as a woman, trans or fem first, ever here in Fresno they have these rides throughout the United States. So it would be nice to have a ride like that here. On the fourth of November fourth we partnered with Fresno County Bicycle Coalition and Districts 1 and 3. To give away 100 kids bikes. Which is amazing and super busy. I don't even know if they know how tough this is, gonna be what we're gonna help them Tony's gonna be putting on a bike rodeo. I'm gonna be doing a bike station with our wonderful volunteers and matching kids up to bikes. We're gonna do a community ride. So I'm really looking forward to that event. That's gonna be behind Tower Theater on November the Fourth at 11 am.

District 4 - I've been very involved in planning the pedal summit. And it very much aligns with my goal within District 4 of really working together with Fresno State and kind of tying

together academia and government. And yeah, it's gonna be a great event. And there's a lot of work that went into this. And we have an app installation that is gonna be left by the summer. So we're very excited. That's kind of like the first action that's coming out of this. So finally, this week is here. And Tony and I, we've been working very closely together to troubleshoot a lot of things, and we have a food truck for tomorrow. So if you are inclined to come to the river to hear our keynote speaker and then see a great movie about biking. There's also going to be a Cuban food truck, so there's food for the end of the day.

District 5 - Nothing to report

District 6 - Most of my report was already taken care of at the beginning of this. A lot of stuff about ghost bikes, a lot of people for a lot of people against it. And I basically just stayed in the middle and said that we're just gonna wait and see what the city manager says to policy. I like some of the things you did so many things like I totally agree that we need to make goose bikes have a longer duration. We do need to have set rules so that everybody gets treated the same way. That was the big thing I got complaints about. Hey? Ghost bike's been up for longer than 90 days and took my flowers down here. So now I'm glad that we're at least gonna have something a little bit more concrete that we can. So everybody is treated the same.

District 7 - Absent

Mayoral - Absent

Mayoral - Vacant

November / December ATAC Meeting Date Let's talk about the November December meeting date. Usually we move them together. When are we currently scheduled for the November meeting? So it's usually the fourth Wednesday of the month. So it would be like before Thanksgiving in November. And then whatever that falls on right around Christmas, somewhere between Christmas and New Year's, I think, in December, whatever. The fourth, December sixth. Works for me December sixth. Will work for me, too. Okay. yeah, we're currently scheduled for the 20 s, which is the day before Thanksgiving. So okay, are you guys all good? It was December sixth. I think that means we're not due in November. December sixth Thanksgiving

We are voting to combine November and December and that meeting will be held on December 6th 2023.

District one yes

District 2 is empty

District 3 yes

District 4, yes

District 5, yes.

District 6 yes

District 7 absent.

Mayoral absent

mayoral empty

We have a majority. So with a unanimous vote the November and December meet will be combined and that meeting will be on December 6th at 5:30 PM

Chair and Vice Chair Elections. When we come to the next item, the chair and vice chair elections that we have on an annual basis. We discussed it last time there. There was a suggestion to have annual elections and have annual new candidates. I was looking a little bit into the past of this committee. We don't have that in our charter, and we have not really passed a policy on this, and the chairs in the past have been on for a longer period of time. I know Nick was in the chair for too long. It was really a really long time there. It was more than 10 years right, and I know Tony was for a really long time. You know, there's a big learning curve that comes with being in this position of chair. I joined the committee before being appointed, and just was present, and then I was appointed, and I have not really been a chair for a year yet. So I'm actually inclined to say that I will put myself up again as chair just because of the learning curve we have really achieved a lot in the last couple of years. And I feel like that. This was very helpful for our committee. It would be in the best interest to continue this. To keep the chair on a little bit longer, and also as far as I'm familiar, I'm the only woman that has been in this position. I think I'm the only immigrant that has been in this position as a first generation immigrant and I think this also contributed to my decision to not say, Hey, yeah, I'm the first one to say, after one, you know year that I'm gonna you know. Throw the towel, and I think I, for other women and for other immigrants, and I think we have 19 foreign-born in this city. I think. I should try to stay on and keep going. So I guess I'm gonna put myself up for election again for this position. I'm gonna add just to this discussion, I don't know any of your term links, but you should look at your term length as well and make sure that it's not going to expire in the next year while you are a chair or vice chair, or whatever position it is we run into that once, and it just really work out. So make sure anybody that you're nominating, or if you're agreeing to it that your term is good through December 30 first. I mean, I'm certainly interested in being vice chair again. I know you had expressed interest in doing it last year, and more than encouraged you to run next point right up. That's fair. Yeah, so but my! My name in the ring, but certainly, you know, encourage. I encourage others. If you know you want to start taking a little more responsibility here too, you know give it a shot. When we're not doing the election until next month, January. Do we do it in December to start in January? I thought the last time you did it was in January. We did it in January last time. But I don't remember why. Right? Yeah, tonight's just a discussion to start thinking about it and just gauge interest. And okay. Any other vice chair. Anybody else, and how many can we ask one around? I guess we'll bring this up to Brian. I can send him a text meeting and pull up the terms on each member. You would have been turned out at 24. But this is his third absence, Laura, you're termed out April 2024 as well. Sean here in November 2024, Gabriel termed out August 11, twenty-twenty-five. Steven February ninth 2026, Brian's not here, but he's turned out February 2026, and Julie, March thirtieth, 2026. But I thought there were 3 year terms. Yeah. I joined in 2022, So if you think it 's not right, we can, if you remember the date just like Phil was incorrect.

ATAC Member Vacancies - Are you aware of anybody being nominated for District 2 or the mayor. We just had one for district 2 come through, or mayoral whoever plans? I think just yes, I got the email. But there was an application. Alright wonderful, then. Let's get to the Atac Member vacancies. We've already mentioned this District 3 is currently vacant, and then we have one mayoral vacancy and potentially another mayoral vacancy. Anybody else and everything else is taken. Are there any comments about this? If you know somebody that is into biking there's no one in District 2. We have

taken encouragement. You know your friends that are concerned about biking and walking in our community to apply so that we have all the seats. We're gonna work on our end to put something on our Facebook page to kind of highlight it. And we have vacancies and can provide a link and everything. So we're working on that right now.

Semi-Annual Report. Then, the Semi annual report is coming up. What is the date? Until when it has to be prepared to work. We want to get it out of council in December. So somebody. Yeah. that probably did. Sean. Thank you so much. We can send you what was done before, and we do. We will do the staff report for it. But the actual attachment, which is the data that we will use for our report, comes from this group, so we can send that to you.

2023 Pedal Summit & ATAC Booth. Nobody volunteered for the 2023 pedal summit. We have been offered an exhibit booth. I know this is kind of a last second, because the event is coming up on Friday. But we potentially have a booze. We are looking for both. If at will, have this booth, and then volunteer. That might be interested in manning, and that can be both ATAC committee members as well potentially public works. And I'll leave that up to you to decide if you are available to do this as well.

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ATAC Charter. There was a discussion on what the goal of this committee was. So I just wanna make sure that everybody is aware of this document. It's 7: 30. I don't know. It's probably not the best time to have a lengthy discussion about this. But this is a great document (Tony, Nick, Phil and I). I think 2019. Now, that's quite a while ago. But with the input of a lot of different chairpersons from throughout the history of this committee we've gone over the charter, updated it. We felt like we gave a pretty good description of what the goal is, what the role is of this committee in this whole process. So I would like to encourage you all to review what is written there. John, can I pull it up? I don't have the attachment to that. Yeah, the agenda right now. I thought I had it already open. But most of this is from my speech. Did anybody look into the agenda? And did you have any questions about it? Pretty straightforward? So yeah. Here you see an overview. As I said, it was created in 2019, but then adopted in 2021 on the objective. The city's active transportation advisory Committee. Shall advise and recommend policies for the planning, development and maintenance of pedestrian and bike race systems for safe and enjoyable circulation for both utilitarian commuting, travel and recreation within the city, and the advisory committee's goal will be to ensure sensitivity to bicycle and pedestrians issues in the design and implementation of our public works, projects which impact bicyclists and pedestrians, including bicycle and pedestrian Safety act of transportation, connectivity and public engagement on relevant projects. So that's the objective: the mission is to make Fresno a more active transportation, friendly city and then there's specific duties and and other items listed. So please take the time to review the charter. And this is really our guiding document. That we can hold ourselves accountable towards.

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STAFF REPORTS

Traffic Collision Report - Laura Gromis, "I was wondering if we've had so many collisions. It seems like we are getting a little better than last year, but still our 6 weeks, but the numbers last year were worse. I was, I was wondering, can we get the police department to attend again? Can we get Officer Belli to attend? **Jill Gormley**, "He just hasn't had that time, and they don't have the extra resources to actually have somebody stop the meeting. So I know there, when they have that available they will." **Steven Bradley**, "I think we need to steer the plan so that they present at the beginning of the meeting. So they can get back to work as soon as possible. **Sean Zweifler**, "For me I am not sure how useful it is to have them just come in and read these numbers, and then we can read the numbers ourselves. I would be interested in having him come in on a semi annual basis, you know, once or twice a year. We can dig into the police department policies. A little more personal preference. **John Barber**, "January to September 2023 totals collisions were 3,010 collisions, involving pedestrians was 191, involving bicycles, it was 92. Compared to last year between the same dates the total collisions were 2,908 130 were pedestrians, and 72 collisions involved bicycles. The fatality numbers in January 2023 through October fifteenth, 2023, 16 pedestrians and one bicyclist. Compared to the same time frame last year 19 were pedestrians and 6 bicyclists. **Laura Gromis**, "I was wondering, would it be possible to add, which of those, or how many collisions were in front of schools? It would be nice to see. How many incidents are schools? Our keynote speaker Joe Penalosa who is joining us for the he's a big proponent of designing cities for those that are 8 and 80, because they're not able to drive a car in most cases which I felt like is a very convincing argument to say, you know, we really have to create cities for all ages. So schools have important relevance for that. So hopefully, we can add that for next time. All right, let's get to the Atag work plan. Do you have a little update for us which projects are moving currently?"

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ATAC Work Plan - **John Barber**, "So we didn't get feedback on all the projects. But we got the majority. I don't know if you wanna have specific inquiries about certain projects. You wanna go through this? Can you pull it up? Typically, if you, we can answer some questions. But we're not the project managers. So if you want to know something, let us know. **Sean Zweifler**, "Just a little curious about Palm and Belmont obviously still aren't done. What are the consequences for the contractor? And is this making you reassess using them as a contractor? Is this like an unusually late thing? Or is this

normal? Scott Siehm, "We do have liquidated damages in all of our construction contracts that contractor is, and liquidated damages on the project. **Laura Gromis**, "What does that mean? **Scott Siehm**, "That means that every day they get charged a fee against their contract amount against the retainer. I don't know why I just. I know that they're not. **Laura Gromis**, "How's that called liquidated contract? **Laura Gromis**, "What's happening with Barstow. I think we're still missing the striping and days. So they're still on their schedule and that was the same contract. **Sean Zweiffler**, "I mean is this something that happens with a lot of projects? **Scott Semis**. "This is just kind of it depends on the contract. I mean, I can't speak for him and about all of them, but sometimes they are extended." **Laura Gromis**, "Do we have any updates on River West? **Jill Gormley**, "They're still the same and still are working with the Conservancy and maybe another board. **Laura Gromis**, "I know they have a board meeting next week. So hopefully, there's gonna be some updates on this. I was specifically interested in the class for updates. Tony Molina, "I had a question about the Audubon quarter study on the work plan? **Jill Gormley**, "Well, there should be, that one's also a little bit behind schedule. They're wrapping up their report, and we still have one more in the outreach meeting for that project. Tony Molina, "The Audubon there was just the one more meeting, I believe. **Jill Gormley**, "there was only gonna be 2 meetings. Tony Molina, "That's good to know that one is still upcoming. And you guys will inform us when this is happening." **Jill Gormley**, "Probably do what we did last time we worked through District Two's office." **Laura Gromis**, "The atp update is that contract signed? **Jill Gormley**, "It is in the process of getting signed. **Laura Gromis**, "Do you have a kick off date, yet? **Jill Gormley**, "We're thinking. Notice to proceed. The third week of November. saving approval of the contract mid November. So we're planning for November sixteenth. **Nick P**. "November the sixteenth we are planning for city council. So the NTP is after that? **Jill Gormley**, "Correct on both of those." **Laura Gromis**, "That's great to see movement on that front. And I know you're working on the Vision Zero Plan. As well to have that out." **Jill Gormley**, "Trying to get that released. Just another couple of notes for the November second Council meeting. Do you have our annual speed ordinance update? That's scheduled to be heard at the first hearing. We have an annual speed ordinance update, and it will be on the November second council meeting and is on the agenda. There's 2 meetings for it, so that all of the segments that we reduce the speeds on there will be shown, or if we've built any new streets that have tests being posted, those will be shown in that document. **Laura Gromis**, "Let me ask you about the speed ordinance. Is there anything that is worthwhile reporting where there's reduced speeds in certain areas or certain sections? **Jill Gormley**, "I don't remember the number, but every year we reduce the speed on anywhere from 10 to 20 segments throughout the city. It's a rotating basis on how we look at the segments every 5 years. So not everybody. Every roadway gets looked at every single year. But we've been producing segments every year, like I said, between 10 and 20, and it's in that range again. It might be 15, to sixteenish. There's new legislation that came out. Fortunately, there's some rules that didn't allow us to use them during this update. Because they had some requirements for a dashboard, or some judicial board, or something that needs to be set up before July or June 2024. So we're hoping the next update, which we usually do around this time every year we'll be able to incorporate some of those newer ways of looking at speed limits. **Sean Zweiffler**, "Is that a document you can send out to us?" **Jill Gormley**, "Which document?" **Sean Zweiffler**, "I mean is there like a report that we could see about what streets are being? **Jill Gormley**, "It'll be on the council agenda. It'll be posted on Friday. Okay, there's a staff report, and

there's a table that outlined what the changes were. And then there's our actual 20 page ordinance that lists every roadway that has a constant speed limit.”

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ADJOURNMENT

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