

# ATAC Meeting, January 24th, 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** Paul Marquez

**Mayoral** Vacant

**Quorum** Met

**STAFF**

Scott Tyler, John Barber

## **APPROVAL OF AGENDA**

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

## **APPROVAL OF MINUTES**

On motion approve the minutes by , 2nd . 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.

None

**PRESENTATIONS -** **Safe Streets for Students Presentation - Amy** - As I've been out in the community talking about our work around safe routes to school, so some of this may look familiar. But there's some new updates, as we've been very busy doing active assessments. I'll get to speak to some of that. For those that are familiar Fresno Unified is the third largest school district in the State of California, with over 74,000 students, 10,000

employees. The presentation. I think you all received it also highlights our demographics of our student population as well. You'll also see what our boundaries are within Fresno Unified. So we go as far north north of Herndon, where Titarian elementary is, we go all the way over to the east, past the airport for McClane and Sunnyside regions down south is our Roosevelt region, and then our Edison region to the west actually crosses over the freeway 99. So our kids travel across 99. I've also had 74,000 students and about 14,000 of those are bus riders. We have 75 bus routes for our general ed students and over 140 routes for our special ed students. So if you do a little quick road map that leaves up 60,000 students that are traveling to school outside of a district school every day, whether that's walking on a scooter, being dropped off, taking city transit and so forth. So that's 60,000 opportunities every single morning and every single afternoon for pedestrian incidents everyday. So my team supports school emergencies in crisis throughout the district which provides support to school sites, and that can range from anything from a medical emergency like a student having an asthma attack. It can be a lockdown due to the police activity in the neighborhood? It can be social media threats. But last school year it included 17 incidents where students were hit by cars, including one fatality at Hoover High School last October. I wish I could say that the data this year is trending downwards, but it's not so far this school year, and we're just in the midst of January. We've had 17 incidents where students and even parents have been hit as they walked or traveled to school or home. Many of you might remember. In September we had 11 teens injured across from Roosevelt High School. They were at a city transit bus stop! They were hit and significantly injured by the driver who was speeding. That driver is also a Fresno Unified student. The very next day, about 24 hours later, we had an incident with a mom from Bernie Elementary and 4 of her littles. She was taking them to school. They were at the crosswalk and it was their right to cross, and a car ran a red light hitting them and taking one of her children about 3 blocks on the top of her car. In addition to that, outside of school hours, this school year, so far, we've had 2 additional incidents where it's been on the weekend or very late at night. One incident happened to one of our students at Eaton Elementary. He was downtown on a Saturday raising money for grammar school. He was standing on the median with family members, and who stepped off and was hit by a car. I'm relieved to say we have not had any casualties this year, but to be at seventeen incidents already and it's barely January. This trajectory is going in the wrong direction the last two years. With this data and number of incidents, we decided the district and even myself, just from a safety perspective, that we couldn't sit on our hands any longer. We had to take some action. We had to do something to try to change the path in which we currently are moving towards That's kind of sparked

our efforts last school year to get involved and to really lead building from **Safe Routes to School** efforts which didn't exist. And working with community partners and finding a vendor who could help us in that area. So I was asked a couple of months ago by a reporter from Ed Source. What's the one thing that's driving this? It's not just Fresno Unified. It's happening at Central Unified and Clovis Unified in Sanger Unified and around our country. What we're seeing, as far as our data is, is that it's crosswalks, some not being used properly, some people not seeing people in crosswalks. It's jaywalking, it's speeding in school zones, vehicles not seeing pedestrians. I shared, I think he went to a community meeting on Monday, and I shared an example of a gentleman I saw, as I was literally heading to a community meeting who was getting off of 41 at Tulare and he was going to take a right on Tulare and he stopped, but he was looking to his left to see if he held he was going to blend in with the traffic when there was a gap. He moved up slowly and was looking to his left, and just as he started to move out, here came a bike rider moving with the flow of the lights. and they collided right there at Tulare and 41. We've had kids that literally are stepping out into the crosswalk. And I've had students run over because the car did not see them. We're also seeing drivers that are just not adults anymore. We've had 4 instances, this year alone, where they have been students behind the wheel, 3 of which didn't have licenses. So it's a lot of things that we think are driving this, it's not just one. Again, which also makes it very difficult to try to mitigate strategies, to address so many areas of concern. So we have been working over the last several years with a couple partners that have been helping us navigate this even before these numbers really started to take a turn. Safest pool is a volunteer Crossing Guard company. The customer is Fresno Unified, and has been for probably over a decade but they help school sites find volunteers within their community, or parents to volunteer to be crossing guards. They train them, they outfit them, they even worked with some of our high schools like Sunnyside, Bullard and McClane. Because of our late starts our high schoolers now have an 8 30. They've worked with those schools to find students that are interested in training them and allowing them to be crossing guards at the neighboring elementary school. So we're trying to build that up. But the challenge with this is that there's not enough crossing guards, volunteer crossing guards to step up at 110 schools and multiple crosswalks. So we are constantly looking for more volunteers to help support safe routes for our kids when we travel to school. The other is our Fresno police department, who continues to try to help support traffic enforcement around their schools. Again, based on our size, there are not enough motorcycle traffic officers to be able to support all of our school sites every morning and every day. But you will see them. In fact, I've had one at Hoover on and off the last couple

days who's giving us some great feedback. But there's just not enough manpower from an enforcement perspective. So in addressing this challenge over the last, probably year and a half we've done a lot of things from sending parent messages out, we had TV commercials that were running around pedestrian safety and included our mayor, our police chief, Superintendent, Bob Nelson, from Fresno Unified as well as superintendents from Anger Unified, Clovis Unified and Central Unified, as well as the President from Fresno County Office of Education. Trying to reinforce the importance of pedestrian safety and being aware of our kids based upon the current trends you're seeing, and we also work to create a curriculum from kindergarten all the way through twelfth grade that was shared with teachers last year, and again this fall. We have identified 23 schools in our district that have the electronic screen signs. That tells you that you're gonna be hearing that you're going too fast, we discovered in an audit in October that none of them are working. There's 2 coming from each of these 23 sites. We shared that with the mayor. We've been working to try to identify the battery that exists that we need so that we can pay for the batteries and the city can actually get those replacements. We did a lot of research. We put out an RFP looking for a vendor group to help us with this work. Someone who was an expert in engineering and traffic control. We found a company called Tool Design out of Oakland. They're doing some work even here in Fresno County, I think, even with the city of Fresno in building some plans. So we began working with them this past August and they are really helping us develop our strategies around doing a pilot program for 15 school sites in our district. As you can see here, we have 2 schools and every one of our 7 high school regions that have been selected, as well as one of our specialty schools, which is Duncan Polytech high school. We looked at data where incidents/accidents have happened. Your previous, including buses where someone we looked at heavy traffic intersections like Dakota and West near Roeding elementary. We also looked at schools where we had a neighboring Fresno Unified school within a mile. So, for instance, McClane High school backs up to Wishon Elementary, Bullard High School backs up to Gibson Elementary that gives us additional schools that are going to benefit from the learning, because we're within that mile as we do these assessments and come up with recommendations. In November we started assessments at 8 of our 15 sites. We engaged in several community outreach events including in each of those regions, as well as the transportation summit. Back in October, our Student Advisory Board and School Choice Expo, which is a large district event that we host for families. Then this month in January we're conducting the remaining 7 assessments of those 15 sites. Those assessments include the tool design team observing arrival and departure patterns at each of those school sites. As well as us doing

walk audits. Our walk audits have been members of my district safety team. We've had school board members district leaders this week. We've had Amy Scribner from the City of Fresno, traffic and engineering, who's been joining us. We've got a member of County Fresno County at the department of work, joining us, as well as our crossing guards, community partners, and even some students, joined us yesterday as an audit at Bullard High school, giving us perspective as we walk and look at problem spots, high traffic areas. Really pulling in as much visual data and information as we can as tool design, then begin to work on creating recommendations, both infrastructure and knowledge. Then we send community input meetings in each of those regions. Kind of sharing a similar presentation. But then doing math exercises. So that's been helpful, too, and getting feedback as to high traffic areas. Areas where maybe there needs to be crosswalks. There's feeders as well as using our data to help support that bigger picture as we develop it. We just came back in January for winter break. Our partners at Tool provided us with direct recommendations for 4 of the 8 sites that we assessed in November, Hoover, Tioga, Lincoln, and Ferrera Elementary, which is our newest elementary school system. And here are just some recommendations that they shared in that first draft of infrastructure recommendation as well, non infrastructure, recommendations. We then gave us to our partners here at city Fresno to look at, give us feedback, so that we can determine what is doable, what is possible, and what are those things that are so far down the road that they're not gonna be impactful? So we're working on getting that feedback from them so that we can then begin to build recommendations for the remaining sites. Challenges along the way. Changing behavior. Changing people's behavior is even with infrastructure changes. You know, Red Curve does not change people parking on a red link. So we've got a lot of work to do there. It's not a quick process, and there isn't an easy answer. Infrastructure changes. We all recognize some can happen sooner than later. We are looking for ongoing funds, both from our Board of Education. And then we're just finalizing a Grant proposal that's due at the end of the month to get additional funds for 15 more schools next year, as well as resources for executing some of those recommendations for non infrastructure as well as education and community outreach events, whether those be bike rodeo type events, or more of a safe walk to school type of event. The one challenge that we also have is that with the dynamic of our district, 86% of our student population is in poverty. We don't have a lot of kids to break bikes you know, even as we're doing assessment at schools, you go to Hoover High School, and there's a dozen bikes from the bike rack. We have a lot of kids based upon their situation. They're not bike riders, and even at Roosevelt today, to get assessments. We talked to the vice principal, and we asked how many kids are riding the

skateboarder bike. They have over 2,200 kids. The Vice Principal said, probably less than 100. We're gonna have to look at the data, determine what type of educational events we do. Some of what we're looking at, is again changing behaviors. How do we market? How do we communicate to get people to understand what some of these infrastructure things mean and how they're supposed to react? What more can be done? Again, I think it's continuing to communicate that pedestrian safety is everyone's responsibility. It's not just Fresno Unified alone. It's not the city of Fresno alone. Everyone has a role to play, whether it's when they get behind the wheel, they get on a bike or walking down the street, and they're not on their cell phones, even talking to our own kids about how we want them to travel safely to school when they're not with us. Continuing community conversations and providing education, expanding those safe routes. So this year's 15 next year's 15, and we continue to go until all of our sites have been assessed. Working to increase volunteer crossing guards is going to be an important ongoing challenge in partnering even further with the city and the county of Fresno. I've just had a phone call today or a meeting today with a California assemblyman who saw a recent article in Edsource and wants to get involved statewide and was looking for input from us as well. So that's helpful. And then again, at the end of the day, when we get our data, all of our data in our master plan at the end of the school year. We wanted to move into next year to be able to create some educational events. Having at least something in every region. As we get started in this work because we are a very large district and trying to do something in every school site is going to be a challenge, but trying to be able to start off with one educational event. Active events in every region is what we're aiming for in our first year of implementation. At the end of the day we just cannot give up on those fights to keep our kids safe. Now our families are being impacted and hit keeping them safe. So ongoing, ongoing effort, district life. So I think that's it, I'm happy to answer any questions you might have. Gabriel - I do a lot of outreach. I've seen parents double parked, some leave their vehicles, crossing the street in the middle of it. So before we teach our kids, I think the parents need to use appropriate literature followed by enforcement from the police department. In those situations it would help if the school staff would have more of a presence to inform the parents, students and other staff to access the school. I would like to get the school clubs involved to commit to days of being crossing guards and it would help with education, marketing and recruitment. Create a contest and use the radio stations to gather interest in the topic. This will build pride, help with recruitment and education among the students across the district. **FUSD - Every one of our schools is challenged by arrival and departure around schools. They are built on busy streets that were built in the 70 S.**



Did not have that infrastructure or that type of traffic. So they are all cameras. As our site administrators. Our safety teams are out there daily trying to navigate those we have schools that are in neighborhood communities that are with narrow streets, not a lot of sidewalks and not a lot of parking. So several of our schools, I mean, most of our schools struggle on a daily basis with parents triple parking in the middle of the road, doors opening and kids getting out of cars, because there are not enough curves or parking to be able to do that safely. It's far more effective than adults telling students what to do or how to do it. So that is absolutely part of our strategy. As we work through these recommendations next steps and on the detailed feedback. **Laura** - you might wanna share information about the survey that you're conducting. **FUSD** - It actually is gonna drive data and give us data around how our students and our families travel to and from school. So that is gonna be helpful for us as we sit here and determine travel patterns. That is some of the data that's gonna come from the survey as well as giving an opportunity for both students and parents to utilize a virtual map highlighting problem areas or challenges recommendations by Broca that will be launched at the 17 sites next week. Hope to have that data in 3 or 2 days.

**Sean** - You're struggling to find volunteers? Have you looked into utilizing staff as crossing guards? **FUSD** - So yes, and in some cases we are using staff. Fresno Unified has 7 different labor unions. So we do use that pool to volunteer at school sites to take a couple of shifts. Again, that's one crosswalk. Most of our schools have three cross walks that feed into that school site. So it's not enough. It's not enough, I mean. Yes, we have volunteers at about 30 to 35 school sites. But even with some teachers or a new time assistance, or an after school program coordinator, or even a principal standing in there in that time the crosswalks it's just one crosswalk. It's just not enough manpower for a number of crosswalks. **Sean** - In terms of the survey. Do you ask questions, Why people are driving instead of having their kids walk to school? **FUSD** - There's a number of questions, as far as you know how they travel. Why do they travel? You know from a parents perspective. It says, when you pick up your kids, are you traveling to and from home or to and from work? Right? So there's a lot of data that's gonna come from that. I can't specifically take off the top of my head. How many questions are specific to why you choose this? As a Fresno Unified parent I know this came up the other night, too. I mean, my students live too far away to walk. Yeah, so we need to drive. **Their parents don't have transportation and the biking element is one I'm not sure we're gonna make a huge change to.** **Laura** - I'm glad you're bringing that up because that really brings up this equity issue right? That we should have a city that works for people from all income levels and all ages to people that are young,, cannot necessarily use the car. People that are at an advanced age

cannot necessarily use a car. **People that** just don't have the finances to have cars and a family. So I think that's really important to keep in mind and push for more pedestrian safety and really frame it from this lens and not just from the safety perspective. **FUSD** - there's some things we've been able to do in real time to say. You know, at district level, you know, I've got parents and kids all coming out the same entrance. I got 5 school buses and the same entrance is not working. So, having our transportation team. We have a choice program where kids can go anywhere in the district. There are some kids at 5 different locations so that means five different buses. It's a 40 five-minute observation in the morning, and then they do an afternoon observation as well to see as we've looked at things that we need to go back to in the afternoon and in the morning, based upon people going to work versus in the afternoon. Then the walk audits have been within a mile. We start with school. We circle the campus, but we may go into the neighborhood. We look at crash data that helps design what that route is gonna be as well, but it's generally within a half mile of that of that campus that we're walking into neighborhoods. I've had where a student is literally in front of their school, crossing the crosswalk from the neighborhood into their school gate, and being hit by another parent, who was just dropping off their students, who was not paying attention because everyone is triple parked in the middle of the road. But these are traveling to school and home from school, with the exception of those 2 that I shared, including our downtown. And, like I, you know, all schools around any state parents line up right? **Laura** - I just have a structural question of you working together with all these entities. We know from our work how difficult it is to work with city public groups and county public works, CHP, and Police. Do you have some form of stakeholder group that you're working with, or how, what kind of structure do you have set up to ensure that there is a smooth collaboration? **FUSD** - Well, that is always growing. But we started again last January in a meeting just down the hall. I think we were just down the hall, first floor, and there were probably 50 of us in that room, including the city manager, you know, police chief mayor, and accounts with others and several school districts. Kind of talking through that. And we've met again in April right now with the work we're doing and we are. We have the City of Fresno Engaged the county engaged just beginning to be engaged in the work. They're actually working on a grant to try to help support the plan. They're invited and participating in these walks and these efforts I mean, even yesterday alone, having Amy Scribner with us from the city of Fresno identifying some things right there on the spot, that a quick phone call and city was there to be able to fix this broken manhole that was literally on the sidewalk. So I mean having those relationships in this, we continue to do these audits. And then circuit commendations. That's where we're really gonna be coming



together. I think more to say what strategies you're working because the city of Fresno is also working on similar projects with their own initiatives. Right? But this is us leading this work, which is very unusual. I'll be honest. But with the priority on schools, right? So we are. Part of this is continuing to build those relationships as we start. Your recommendation is, how do we navigate? And for the improvement? **Laura** - For the improvement If every agency looking for different grants are the Public Works Department looking for the infrastructure grants. And you Fresno Unified more for the educational grant, what are the transportation efforts? **FUSD** - So you know there is already work going on in the city which you are probably aware of. So there are transportation efforts and trying to build on to their plans. So I think, if looking at that plan, looking at our recommendations like, where do they coexist together? Where is their non-infrastructure? Things that we can do solely on our own support. So there's gonna be a lot of further collaboration. But that has started. No, I'm not involved with CHP. Those accidents, but they're not part of this right now. It's been the City of Fresno, Fresno County, and then some additional community partners that support like our crossing hard functions. We had our traffic officers out of Bullard High School on Monday as part of that. So I think we'll really start to see that collaboration once you've actually got some things on paper that we can start. **Gabriel** - Can you stagger the start times for students? **FUSD** - there's a new State law that came into play with high school starting at 8:30. That went into effect last school year. Because it was determined that high school kids I mean, it's something that we could certainly look at. It's a challenge, because the reality is, here's what we've experienced with the 8:30 start time: parents have to be at work by 8:00. If not, they're dropping their students off at that school site at 7, 7:30 or 7:45 in the morning, and you're waiting until they open the gate. It's not changing those behaviors because parents have jobs that they have to get to, and not many of them can sit around and wait until 8:25 to drop you off to go to school, that impacts their role. You know something we could work and talk through with our teachers union as far as staggering times. But there's a lot of infrastructure that would have to change in order to make that happen, I will say a lot of our school sites depending upon their student population. This dismissal time period might be off different sides of gates of different parts of campus roeding elementary right now that you know first through, third goes out and then fourth through 6 to just try to break up some of that congestion. So there are some dynamics. Let's start with a little complex. **John** - Fresno Unified is taking the lead on this. Are there other Districts wanting to particp[ate? I don't know if they've done that far yet, but I will say, when we sat down a year ago in January and said, like, something's gotta change. We're seeing too many. Since we were all we were already starting the process of an RFP. To try

to find a vendor to help this work. I've not heard them reach out, I mean, I can tell you they have not reached out to me, and I'm the one to work. I think they're interested to see, perhaps, what we do and how this lands, but I have not heard from them about this body of work. **Nick** - Regarding touch upon a comment you made Laura. And also John comment you made about other people being involved. **FUSD** - Yes, they actually came to me last year and talked to me last year. Interested in what we were doing. Doing a lot of learning. **Nick** - And as of the TTC meeting, second Friday this month, they've met with 26 to 32 school districts, and they're asking for needed inventory back from all of them. The information I had they hadn't gotten a response yet back from Fresno Unified. The theme is that you said is waiting for Tool Design to finish up their work. **FUSD** - Correct **Nick** - So basically, you had not yet finished the entire inventory yet. **FUSD** - The testing sites of a lot of other school districts are not doing this work. So any kind of needs assessment they would be giving is going to be yeah, because you're right. **Nick** - This is something they've never done before. So there's no running through this very well. Thank you **Tony** - How did you come up with the concept and the content? **FUSD** - I think they used national lesson plans and created everything at age appropriate for K through 12. We shared that with teachers, and asked them to utilize that as they had gaps in curriculum, or taking breaks, or building it into their daily curriculum, and then start school sharing again as teachers when they start the school year. They're kind of talking to students about what the ground rules are gonna be. And this is software management, and it was a great opportunity to also talk about how they came to school, and we provided the features. But I'll be honest. I can't tell you how many of you like it because we're providing it and kind of get this course the water. But I can't tell you how many have. Actually that's a data point that I'd like to appear to see as well. Because it's outside their normal curriculum. It was an incentive for an alternative curriculum.

[-https://fresno.legistar.com/gateway.aspx?M=F&ID=77879c3a-ab4e-4558-864a-a347379cddd1.pdf](https://fresno.legistar.com/gateway.aspx?M=F&ID=77879c3a-ab4e-4558-864a-a347379cddd1.pdf)

## **TASK FORCE REPORTS**

**Memorial Fund Task Force.** - I just want to refresh everybody's memory that in October we had the city manager and Councilmember Karbassi present here, and they talked about a new policy on Ghost Bikes. We had an article in the Fresno Bee on that the day before. So we formed a task force we met, and we developed recommendations, and we

shared them with Council Member Karbasi. At the meeting the question was, There are just some general memorials out in our community that are like balloons, or **and then there's** those bikes in the community. One of those bikes was stolen, and the city has developed recommendations that would create a policy to clean up all these roadside memorials after 90 days during the meeting, that we would like those bikes to be seen as a different category, with an allowance to stay longer in our community. We have not heard back from the city manager on that and councilmember Karbasi earmarked \$100,000 for a memorial for a bike and head victims in our community. So when we just alluded that this was more for a centralized memorial. So when we met we discussed the need to have some form of memorial ideally in downtown, really close to City Hall, so that decision makers go by it and get reminders how important this is. We felt, that there should be a decentralized element and as well, and we recommended that architect or designer is getting hired through an RFP to develop a concept for a memorial, and that the way he set up the funding he set it up for one memorial. So we talked to him about the need to potentially have the design for one memorial and the concept of how decentralized graphically connected a memorial could look like. So councilmember Karbasi is interested in this approach. They are currently reviewing the options of how this can be. We talked about that as we are designing the further steps that they have to do intentional outreach, or we recommended to him to do intentional outreach to some of the victims as because and so, for now that recommendation is standing, we are still asking for those sites to be allowed in our community with a different timeline than other short-term memorials. And then we recommend the development of this RFP and that there is a concept at least included for the speech centralized memorial. So that's where we are currently at. Gabriel - My feeling is that we must think of it as a memorial and not distinguish how or what they died on. They should all get the same time and what in my opinion could be different is the memorial should distinguish between all modes of transportation. What you choose for each or as a whole and where you put it, I welcome discussion after we receive the input from the subcommittee. **Laura** - There are still questions such as "What about county islands what will be done there?". **Tony** - We really like the shoe to represent the pedestrian and that is supported by the pedestrian. What is the purpose of the memorial? I suggest we use the mantra from **Family for Safe Streets - Remember Support Act**. For all of us to use this to protect from the epidemic of traffic violence. So the other thing you kinda talked about was the idea that we centralized the model off of what Joe says. There's a different program that LA has called the HALO program. There was one model that came up and I guess there are a number of other cities like Portland, different programs. Joe also brought

to my attention the national program. Signage, which could be either temporary. You know, cardboard or metal signage that could be made for a crash site. That Fresno actually might be interested to be part of that pilot process. The sign that I shared with them could be modified to include a safety message. So we thought about, you know, the idea of creating sustainable funding for this project that could be ongoing. The \$100,000 goes to a centralized memorialized project so for a decentralized project how do you pay for that? The question is how do we fund it? Does the funding include the family to help even though many are not capable. My suggestion is for ATAC to use ATAC Mobile Transportation Funding for some sort of ongoing traffic safety education program as part of this memorial project. **Joe Martinez** - I'm actually a former member of your committee. Currently I am a member of **Family for Safe Streets - The San Francisco Chapter**. There is no chapter in Fresno yet. Thank you Laura and the committee for your ongoing work on this memorial on behalf of the traffic victims and the families. I lost my son over 10 years ago. He was killed by a speeding driver on Clinton in the city of Fresno. I have turned my pain into advocacy for safe streets and have used that nationally to represent the families of the victims. I want to urge this committee to remember the traffic victims' families. It was my understanding the victims' families were not represented and I want to let you know I am here and want to represent those families and want to be part of this committee. I do support the permanent memorial and it should be centralized and that should be near city hall. It will be a daily reminder that these were lives that were lost but it did not have to be that way. I do believe through **Vision Zero** that 100 percent of lives, you know, can be prevented. Oh, for the decentralization part of it. Tony is correct. Tony and I met with the **National Office for Families for State Street of New York**. They have adopted a memorial finance type of program that is a complete alignment with what Fresno is proposing as part of this proposed decentralization of the placement city wide at practice site. These national standard memorial clients will be available. Tony has said, temporary as well as permanent use. Several cities, including San Diego and Seattle, have already been identified as participating cities in this rollout of this initiative. So there is time for Fresno to get involved and to be part of this national initiative. Fresno has already a strong and ongoing relationship with the National Office through my participation and Tony's. We have supported national initiatives over the last year, and the **National Family for State Streets** has been a strong partner with the city of Fresno. In addition, as I said this is an ongoing relationship. I strongly urge this committee, as well as the city council and the leadership of Mike Karbassi to seriously consider this option as a recommendation. **So I** did formally make this recommendation to this committee that this memorial signage initiative

be considered as a recommendation before this committee. So I wanted to thank you for allowing me this time to make this relationship. **Julie** - What do you consider signage? **Joe** - There are examples on the website that can be temporary as well as permanent. They are aluminum and or steel. So they are meant to last for a very long time, which is to go that route. So it's part of the rollout. You would have a temporary sign, and then eventually there would be a permanent find to come in and take it away. **Laura** - So where, if that's the phone number and the option for the QR code? **Joe** - We have the option what I am told. It could go to **Family for Safe Streets**, national level, The City of Fresno, to a local chapter. So you have the option of where it could go, customized to include sponsorships and the ability to list them as a partner so it can be customized and personalized.

**Welcoming & Member Onboarding Taskforce.** - **Sean** - As a refresher this is an informational packet for our new members. The idea was basically just to have a quick informational packet for new members. My intention is to be a living document. So I guess just at this point, I don't know how we wanna handle this. If I just need to send this to public works and then public works can distribute it. I'm more than happy to take, you know, additional input. I have sent it out to a few other people. **Laura** - Yeah, I think. You need to send it to John for our next apex meeting so that we can review it together within the committee. If you have a version that is ready now that should be ready for the next meeting. I think. February 28. Is our next meeting. So I think we need to discuss it and show it and then discuss it as a committee. Then we can pass it. I wanna thank you so much for all your work on this.

## **MEMBER REPORTS AND COMMENTS**

**ATAC Yearly Plan - Laura** - So last year we had an event task force that met a couple of times, and we discussed all these different, wonderful events that we are trying to do each year, or where we like to highlight it. Can you make it a little smaller so that it's more visible? So when I developed this work plan. I very much look into our notes from our conversations. So the things that are on here are not new things. The goal of the work plan is just for us to have a calendar schedule for the year that we can plan for, and also talk to our company number about and get them on board very early. So the first big event that is coming up is Bike Month in May and we had our first bike ride with the mayor and that's something that I would recommend for us to do again. It was a wonderful event. We have a lot of people out there, a couple were council members and the Mayor. We had one supervisor from the county and it was just a really great way to show strength and numbers. So that would be May 1st. And if you see the events involved where actually, there's an event happening, and then for the rest of bike months I would like us to recommend for public works to get social media posts out to remind people that is bike month and and encourage them for walk or

bike to school events, or walk or bike, to work events, and then to promote a helmet and safety equipment. I would love for us to see, to develop some form of input or online forms that people can request bike helmets. We do have our safety funds. And I know that there was a request from Public Works to have those requests in 2 weeks before, so I would love for us to have a more structured way that people can request helmets. So that is on the public works website. If you would like to have us for educational events, this is the information that we need from you. And you have to submit it 2 weeks before the event. To ease our collaboration and the benefit we can provide for the community and then I would love for us all to encourage city departments to conduct bike events. Around the bike to work day and May 17, and that would be a recommendation for all ATAC members to reach out to their council member or the mayor to encourage them to do that. I also want to state that this is not something. You know, for Svd, this is just, you know, focusing on ATAC and its events. activities. Have other events that you, of course, very much welcome. Then it would be great to have a billboard or video campaign. You have a bunch of videos that were created with funding from ATAC so I think there's like a collaboration with the communications, and the de facto ATP Coordinator, John Barberry. On how that can be implemented. Those kinds of things comprise all these elements 4 or 5 months, and we, of course, would hope that there's more educational events during that time as well. The next big month is in September, which is Pedestrian Safety Month. Again, I would recommend that there's going to be social media posts on safety and sharing the road. Promoting the helmet and safety equipment request form and potentially again, a video campaign or billboard campaign. It seems like, even with other entities in the community. There's a lot of discussions, right? That we need to get that educational message out. So maybe collaboration opportunities. Then in September the 20th is world car free day. We have not really acknowledged that in the past, but from our work last year, especially around the pedal summit, the discussion of an open street event came up Joe Penelosa. He was a keynote speaker for the pedal summit. He was one of the founders of open street events, and he really used it as a vehicle to show how people had a need for the streets to walk on and bike on without cars being present. Since I drew up this plan. I've learned more about open street events. We can have one open street event, or it might be time to develop a policy for open street events, so that people and other organizations can host this more. I want to make sure to state that I don't think Atac or public works can put on an open freedom and would be a collaborative event. I think 10 would be to work with partners, and we have discussions happening with different entities in the community. That might be interesting in that but again, on the policy side and easing, you know, the process of making these events happening. I feel like this is something where public works and Atac can work together, and of course support other organizations that potentially take the lead. Then, in October we have a walk to school month again, you know, social media outreach and encouragement for work, or like to school events, and promoting hopefully what kind of equipment we could sponsor and then, in November, on November seventeenth as well, they are remembrance. We just talked extensively about the memorial world of remembrance. We posted 2 times now very successfully, and it's the time of the year where



we remember those victims of traffic fatalities. An important reminder why safety on our streets are so important for pedestrians and bicyclists, and of course, everybody but focus, you know, on those weakest members of traffic. **Laura** - I just wanna you know, answer directly to some of those recommendations. For me. It's important that we don't put on too much cause that waterdown, and then we just get lost, like too many ideas. Just cause you just have a new idea pop up all the time. Then you cannot do anything. So that's the idea. You know, that we streamline. you know, we can support some of them potentially, or, you know, different organizations can. But just from our experience, the last couple of years, those are things that are happening every year. I don't say that often, but I think we ought to be maybe a little bit conservative in the way we approach our wants and needs to like the goal. **For this is to** work against some of the issues that we've had in the past years, where we come up with great ideas. If there's just not so much time before the events, and we did not get it on our calendar members and the Mayor's calendar. And so I was hoping that we could have this conversation. Today we came up with an agreement of what we can do so that we can get these events on the calendar. You know, if there's other events, you know that other organizations want to support or want to hold there's still options to support that but these events, except for the open street events, where there's a question mark also, and where we are probably not gonna be elite in setting that up. But we hopefully get somebody else to have the interest to do that, and we can just support them with the important work that has to be done. On the city side

to review the policies cause. We wanted to do open street events before, and they're very expensive, and it's not so easy with the city to work on. But the other ones. We've done them before, right? We know that this is something we can handle. But let's get it on people's calendars so that we can make those events better than last year, and we don't get to the problem that we reach out in November. The council members are saying, well, we are going to give out turkeys on that day, so we cannot come to this day remembering all the pictures of traffic fatalities. So that's the goal. I guess I want to urge you all to think of what is something that we can realistically do where we have a track record and where we can also fulfill our advisory role if you can. If you see the bike months, the pedestrians 18 months at the walk to school months. A lot of that is encouraging others to take the lead. And I think we've discussed this. A lot. ATAC is not its own organization that should hold a lot of events. But our role is to advise the city leadership and public work on bicycle and pedestrian events. There, within all the ease, encouragement and education are really crucial. So that's what this is focused on, where we can suggest. A city cannot really cannot really search because they have other things to do but you know, maybe we can get public work or long-range planning, you know, to bike to work events. Or you know, we get other leadership, you know, on our somehow. These other initiatives, like our goal, is not just to host these events, but to encourage others to, you know. Do that. And I think we can still

discuss making some of those bigger if we want. **Laura** - Can we vote on this? **John** - **So because it was entered in as a discussion item, it can't be voted on. It would have to be an action item.** **Laura** - so next time you put it up for the vote. We still decided that we could go and take that to our council members to discuss at this point action. and then next month. **John** - I can do that.

**District 1** - I'm hosting a bike ride through the Fresno county bicycle coalition. This Sunday, the 28th and I wanted to invite you all. We'll be checking out some interesting infrastructure in Fresno and will be checking out some of the pedestrian bridges that go over the highways. We'll be checking out some, you know, potentially really great class 3 routes. A little bit of our priority network. Route. So I think there'll be a kind of interesting look at, existing and potential for infrastructure. That will hopefully be both funded and educational. John did send that out on the weekly roundup email. So there's a link to it.

**District 2** - Vacant

**District 3** - Nothing much that we had a bike station on Saturday. We have a couple of events next month, one is a bike rodeo.

**District 4** - We did a lot of Vision Zero interviews, We interviewed 5 different candidates, and I think there's no decision yet. I think it's safe to say that there's a lot of great candidates that have prevented their qualifications. So whoever is coming out of this process is going to be a great firm working on this. I talked with Tony and different partners about potentially putting on an LCI seminar, a cycling instructor seminar. The goal is to build a capacity for more bicycle and pedestrian safety education here in our community. Tulare had it and as far as the bay area people came. So there's a big need for that according to Amy. Then, of course, getting into Vision Zero. I hope that there is more of an awareness that education is a key that Amy is talking about. We really need to change the culture and perspective. So there is interest from the parks department and Fresno County Health Department. I'm hoping that public works could fund some BPAC members that have interest in getting certified. I know Julie is interested. I'm interested. If anybody else is interested, speak up. And so it's a three-day event or a three-day certification process and it's 500 people. We would also love for somebody from public works to participate just to get this other perspective. And I know you guys are all over work. But if you can see a John, for that would be great, or anybody else that public works recommends. And again, we believe that the capacity building really helps improve the amount of bicycle education that can be provided here in our community and just spread more awareness and knowledge on this. So I believe we are going to have a meeting set up with other organizations hopefully this week or next. We are looking for somebody that takes a lead. In hosting the events. They will have to sign an MOU with the LCI and any of these agencies that are already mentioned, or public works, or FCBC would be hopefully the lead on this and I know Jill is

always very interested. It has to be connected to an event that is scheduled so for anybody that would like to be part of that our recommendation would be, and the goal that we would work towards is that the highlight to an educational event? And I know you hear from Julie all the time on the great thing she's involved with. It's a question for public works. And I don't know if we've talked about this before. Or If you have more answers on that yet. John - you might come to the meeting next week, too. Yeah, I think a good place to start is to talk with some of the other agencies like you mentioned I think with Tulare County who has done it before. What are they doing? How are they coordinating with other committees? And how are they kind of recycling this information amongst the community and spreading change. basically using this leadership. Trying to maybe get information from them and see how they're doing it. **Laura** - conversation with a Tulare COG which hosted the event last year. If you guys think it's acceptable that we don't have to bring this back to our ATAC meeting, we can just decide. Then, if you can provide the funding. So can I ask? Just like your hand, who would be interested in getting certified? John, you can reach out to everybody. Cause. I know Brian is not here to see if anybody that you know, if he might wanna participate as well. And then, Tony, if you can set up the event as a meeting with the other agencies, and include John as well and myself. And hopefully, we can figure it out on zoom. **Tony** - there was an understanding that those who participated in that training would do 2 courses. So holding those participants to that with the challenge. So having 'm sorry, Tony. We are still in the member report. So, and just by looking at the time. It would like us to encourage us to continue that conversation as we discuss. Then figure out the details. Yeah, John Lu, are you on public comments? Do you have any comments on this cause? John Lu is involved in this organization as well. So he raised his hand. If you can unmute him. John Liu - As Laura mentioned. Now, education certainly is one of the most important components for having a community that is cycling safely. SCBC is willing to, you know, step up and help with this effort, and there is a great need, as you mentioned, for more educators. There are some prerequisites like a smart cycling class which you know, FCBC would be more than happy to facilitate those classes. As Tony mentioned, back in 2018 then BPAC did sponsor several members of BPAC, as well as you know, nonprofits and other members of the community to have this seminar. It was a great partnership also with the parks department, and they also used their facilities over at Ted, Ted C. Wills, and we would be looking forward to having a similar venue. Now, the one thing I do wanna mention is that it does take 90 days in advance to schedule the LCR seminar. So if the intent is to have a seminar before bike month it's probably within the next couple of weeks that we have to get a firm date and it does require 8 paying members. So at least 3 weeks before the actual seminar, they need to have the registration of the 8 paying members, and it does cost \$500 per member. They do give a free scholarship for having 8 members, and they encourage some kind of scholarship application that people nonprofits could apply to. So yeah, that's all the comments I have. I'd be happy to answer any questions. **Laura** - John, would you be available for a meeting during the day? Online? To hash this out a little bit with all the agencies. **John** - Yes, I would be

**District 5 - A resident was almost hit on Tulare and Minnewawa, Councilmember Chavez was aware of what happened and asked if the Police Department could have an event to monitor traffic. There were citations given and there is structural change coming to that intersection. Lots of sidewalks need to be fixed because they are not providing a safe route to school. The intersections along the Ventura/Kings Canyon Corridor need to be fixed. The bus stop on Sixth Street on the southside of the corridor has a bike lane going straight into it. I know the road is eventually gonna be repaved but the bike lane goes directly into the concrete. Something has to be done about that not sure what it is but needs a look.**

**District 6 - nothing**

**District 7 - Absent**

**Mayoral - nothing to report**

**Mayoral - Empty**

## **STAFF REPORTS**

### **Traffic Collision Report -**

**ATP and Vision Zero updates - ATP** maps are getting updated and we are working on budgeting, outreach. In the next few weeks we will have more information to provide and will get that out through our weekly announcements. **Vision Zero** - We just completed interviews last week. There are a couple of really good candidates. So we're excited to see how that is going to unfold. We're hoping to get that started next month as well. So we're going to proceed with the NVP or the notice to proceed next month. I think it's going to align nicely with what Fresno Unified is doing with safe routes. 2024 should be an exciting year. Seeing all this stuff, all these events getting pulled together. Nick - Regarding ATP is it gonna have its own website? **John** - I don't know the answer to that question right now, I know that they are going to be either sharing the website. So they're gonna be providing information that's gonna be uploaded onto the city web page, or or they are gonna have their own website. But there is gonna be a form, a digital forum where everybody is gonna have access to what's provided. **Nick** - I assume they are gonna have digital output? **John** - Yeah, they're gonna definitely have a component that's gonna be digital and they can reach out to the community and get involved with surveys. A lot like what tool design is doing with Fresno Unified's advice. The only reason is it's gonna be a city homepage or the consultants. It may be a link on our web page that takes you to the consulting website. But nevertheless, that information when it comes out will be part of the weekly announcement.

**ATAC Workplan John** - This is the new format. It's the same information, but it's a new format. So it's gonna look a little different. So if you I don't have any updates per se. If you guys do, we can go through and find it together. Let me show you what I'm talking about here. Before everything was set by letters. This method of collecting the information was a lot more efficient, but it didn't have that. You know that category. So if you guys know the location, you go ahead and bring it up and we can see if there are any updates.

Unfortunately, Scott isn't here. He tried to remote in but there's issues. **Gabe** - all questions for District five will be answered later. **Laura** - I have a question on the southwest trail. I know they were working on the design. **And the funding is ending. And like 2 updates or change orders for the contract. It seems like** from what you have in

the work plan, you guys know. So what would happen if I understand they got like an extension through TCC. If you guys don't finish it by that time. Do you have to give the money back or? **John** - I don't know if we've ever run into that. **Laura** - you say, like some form of cost, sharing with FID and Fresno Metropolitan. **John** - Yes there is, and I talked to the Project Manager on that one. 2 weeks ago we were going over it, so he had some design questions. He says it was cost-sharing and so that's ideas. **Laura** - Do you know what kind of TCC bike pet project got finished? Is that part of the plan that the class one along the community college on church. No Walnut, I think, along the Walnut that hasn't started. **John** - The whole MLK Walnut Jensen church together sort of grabbed some issues with the rule 20. Trying underground some which would be done by PGE. **Nick** -

sugar, pine trail processing at these 41. What are you doing there? That's where the overpass is? Yes because Nees is under the overpass. Like, as Tony said, Nees goes under 41. And right there, of course you've got Crosswalk and Staff is working at permitting with Caltrans and the Clip control district. Then, of course, in the end. So you, the Trido turbine trail on the North side comes up to the crosswalk, and then in the south side there's nothing so in SouthSide divorce plans. A long time ago before they built River Park, and their lives were on the other side. But those were years ago, and River Park killed that. So I'm curious as to why they do anything, and they're going to do something. What are they going to do? **John** - It's been. It's been a while since I talked to customers. Julie I don't know what they would be doing here. I mean, I write that all the time 2 or 3 times a week. **Steven** - That's just which starts essentially in that intersection. **Nick** - yeah, because, as I said at one time, they're gonna continue before they go to parking, they're continuing that river corridor all the way. Context used to be. I'm recalling it. But now that got ripped out so

ll they're in the trail. The river park. Fine! It's just that. **Matthew** - are you planning on organizing? **John** - So everything on this is updated as of January 2024. I don't know. I guess I guess in my mind, it looked like it was gonna work out. But obviously, I've seen some of the efficiencies. So yeah. And if you guys have any advice. I'm gonna try to make it look like the original plan. There's obviously gonna be some formatting and some adjustments will have to be made to do that. But is it helpful for you guys to have them? I guess the alpha identifiers in the beginning or pay A or Bp. **Sean** - either a glossary or less

technical acronym. Matthew - Is this still in Word or Excel spreadsheet. Can you shade every other row because that makes it easier to distinguish the data. John - I'm not sure not sure. Some of those lines are pulled in where I'm not sure if this is a section that refers to a certain region or a certain type of project. But I can make sure it's more uniform and easier to just kind of see, item by item by the shading. I'll get the shading. As well make sure that's something I'll try to make it look as much. **Laura** - Thank you so much, John.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=5b1f9142-bbfe-4bee-b1f8-0b7dbdd68e5e.pdf>

**Form 700 Laura** - Then, just briefly, to the last item, 4, 1, 70 is used. So, you should have all received an email from the city clerk. So make sure to do your yearly reporting requirements. And if you can, or anything.

## **ADJOURNMENT**

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