

ATAC Meeting, December 6th, 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 Absent

District 7 Bryan Bird

Mayoral Paul Marquez

Mayoral Vacant

Quorum Met

STAFF

Scott Sehm, Jill Gormley, John Barber

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). Jill -vSo when we have the contracts approved. We're gonna start having our kick off internally with the consultants. It was scheduled for tomorrow. But we're going to have to reschedule that. Some schedules, there will be advisory advisory means. I think we're calling it an attack. Probably a technical advisory committee that we would ask somebody from ATAC to sit on to help us you know, with that side? And then I don't really remember the scope of work. I'm thinking, back to some of our other studies. We've had some community advisory

groups that we formed through the process. So that might, if that's part of the scope of work, that may be another opportunity for the public to get involved and be sort of in a little bit more forward capacity. If they choose to have to get back to you on it. But there, there's gonna be opportunities for this group to designate somebody to serve on that technical advisory committee. **Tony** - Yeah, that was gonna be my second second question on the advisory committee if that was gonna happen before. **Jill** - **yeah, we've just, I apologize.** So I don't remember what exactly we've outlined in it, but that's kind of been the way that our plan says have been going. We have a technical group. And then we have the community. **Tony** Okay, great thanks. Thank you **Nick** - 2 acts. It is impossible to copy the scope of work. **Jill** - Yeah, we could. We could send the link to the contract that was approved at council on 16th. **Nick** - I assume that also has the schedule, I assume? **Scott** - yes **Nick** - I'm just curious as to just. It's been a year long process? **Jill** - About 12 months. **Nick** - You hope they have it wrapped up, maybe a year from now. Yeah, because yeah, same thing as Tony publicly involved. I'm assuming that. Okay, so I understand. If I heard you're right. The ATAC will have one member on the committee or community advisory committee. **Jill** - Probably one member. I don't know. We don't want that group to be 50 people. It gets kind of cumbersome. So maybe there's 1 or 2 people that could form from this group that could serve on it. And some of the other studies that we have, I feel like, we have overlap, like, maybe they're in one group and then they're in the other. But you know, to maximize input from people trying not to say, okay, you're on the technical committee, and you're on the gag as well. So give more people the opportunity to serve in the capacity in our community. Yeah, the community group would be more interested in the community that may not be on this panel. **Nick** - These are people who are more and more involved. And in the day-to-day technical stuff. Really the ATP has to do extensive public outreach to people who generally do it. You'll want to go anywhere near City Hall. See what I do. Public gallery to get people who are largely disinterested. you know. So it somehow reaches that which is always a challenge, right? **Jill** - So the tag would be in addition to those outreach activities. So that'd be more of a smaller group that would meet regularly and talk about some of the whatever. Whatever we're talking about, a policy, maybe, or different recommendations. Then we're still doing the outreach. I don't remember how many even specified that number. With the last ATP through the consultant, and then we also did some with city staff. **Nick** - 16 November agenda item had the full contract. which included the scope of the world that. **Jill** - That included our scope of work. **Nick** - Because if it did, I could probably go back and then start and pull it up myself. **Jill** - correct **Tony** - So my question was, regarding the Audubon corridor study. Is that on the work

plan? **Jill** - I don't know but a quick update on what we have. I just got it. There was a document that also needed to be provided. They just got that last week. So it's not gone away.

PRESENTATIONS -

Visalia's Upcoming Protected Intersections. - D. Corvera - Alright. So yeah, good evening. One. My name is Diego Corvera. I'm a civil engineer with the city of Visalia. And we're presenting today some protected intersections that we're actually implementing in the city of Icelia. We have 2 locations that we have plans designed, and we'll be going into the construction. So why? Why protected intersections? Why are we evaluating our intersections? Generally? As I'm sure many of you are aware, intersections. Really our place of conflict. You have high speed vehicles and all modes of transportation that intersect. And so it's really critical that we control speeds through the intersections, and we also manage conflict points in particular right turning movements, as that is a critical movement. That face conflict typically between vehicles, pedestrians and bicyclists for a study and an act of analysis. So we're 43% of urban cyclists. Fatalities have occurred at intersections. There's a big reason why we're looking at that here. And I say, Yeah, really, from a safety perspective. So we have 2 intersections that we're looking at. One is that county center driving Ferguson Avenue. Another one is at Getting Street and Regan Avenue. And I'm sure many of you are not familiar with Visalia, but the county center in Ferguson. It's really more of a collector intersection. and the Getting Street and Rigan Avenue is actually rigging Avenue is a major arterial roadway and getting street is something of a minor collector. It's just that it's categorized as a collector. But it's a smaller street. So standard intersection design again. Maybe I'm probably familiar, you know, most intersections do not bike lanes often either drop off before you approach the intersection which would then require people on bikes to merge with through traffic or merge into a left turning lane. If they wanna make a left turn and or it enters into a mixing zone. So a vehicle that's making a right turn would be able to encroach, then to a space that a bicyclist would use to go through an intersection. So this is something that we want to address, and a protected intersection actually keeps things fully separated through the entire intersection. So that's what we're evaluating. So things that we kind of considered early on in terms of what locations we wanted to implement, protect intersection. We wanted to evaluate the various locations that surround an intersection. We're still working through what our standards would look like for this to date, do we? We have something drafted that really speaks to a class one or a class 4. Bike lane as it approaches an intersection. The

intersection would then be preferred to be designed as a protected setup, and then, of course, the destiny is surrounding it. Whether there's a school, proximity to other bicycle networks as well as shopping and neighborhoods. These would all be considerations, and how we would prioritize an intersection that'd be selected for the protected elements. So the image to the left is our proposed configuration for the intersection of County Center Drive in Ferguson Avenue. This one's unique cause. It's actually gonna be done using striping and markings on the pavement. And we're not gonna be implementing any permanent or really expensive concrete infrastructure. We're gonna use delineators to delineate the space for bicyclists and tactile surface treatment such as like rumble strips or markers, or even there are larger pavement markers that you can place so that vehicles from riding in areas that they're not intended to be in. The image to the right is the intersection at Rigon Avenue and getting street, and this one actually will be a full protection intersection with concrete elements. So the areas in red are what we refer to as corner islands, and these will actually be there's a portion that is 6 inches high, like a standard curb, and then you'll have a portion that's mountable. And the intent behind it's design is that it's standard vehicles would not mount the curb, they would simply drive around it, and the radius would be tight, so that right turning movements would be slow, and then the curb, and then the mountable part is really designed more so for larger turning vehicles, such as buses or large trucks, depending on the volume composition of the intersection. Some advantages and key points. Actually, let's go ahead. And let's just jump into the video. This will actually really create a synthesis of all the benefits of the badges. Video in presentation. — We have a new type of intersection here at the corner of Madonna and Noido drive, and it's called a protected intersection. So what is a protected intersection? Well, it's very similar to a traditional intersection, except it provides more separation and visibility in a different way to travel in a wheelchair. This is achieved by what are called corner islands. Help slow down automobile traffic at right turn where it is particularly critical, for city corner islands also make those who are on a bike or on foot, more visible, and decrease the distance for those walking or using a wheelchair to cross the intersections they can be better seen by but making a right turn, avoid the corner island curbs, including multiple truck aprons, to help larger vehicles navigate a wider turn radius. Another thing to remember is the lookout for pedestrians. Be sure to yield to them in the crosswalk as you would at a typical intersection. Some people on bikes don't feel safe merging into traffic to make a left turn. protect the intersection and design, and make that a little bit easier. You can make a left turn by using the perimeter of the intersection right in a counterclockwise fashion. unless markings in the canonical. As you approach the

intersection, stay in the bike line until you reach the corner island. The light is green. It is safe to cross riding a bike lane to the corner island on the other side of the intersection then turn your bike left to weight to limit light requesting a green light in any direction. When the light is green and it is safe. Proceeding the bike length through the intersection in a new direction. Be safe out there and look for more protected intersections to come. Visalia- So just a brief history, so protect the intersections, have really been in design and been implemented, or the American engineers have been aware of as of the 19 seventies. They're pretty ubiquitous in many parts of Europe, and particularly in the Netherlands. There's at least 20 constructed in California to date with many more, either in design or nearing completion, and certainly in plenty more throughout the country. There definitely is a shift in a California perspective when it comes to transportation director policy. 37. Among others are very much leaning towards and pushing active transportation for the health benefits for the infrastructure going aspects of it. There's definitely an array of benefits that we can learn from active transportation. It's generally less expensive to maintain than really wide, large roads, the direction that the States are going and the direction that funding is going. So it behooves jurisdictions to really be building things up at the local level. And that's the position that I said I am taking. As we build our own network with our own local monies, it just sets us up well for grant funding into the future and for larger projects.

Laura - I'm wondering what initiated your work on this? Who was a champion? How did you start working on designing the protected intersections? **Visalia** So in a lot of ways, myself and my! I ride my bike every day to work, and I've been an avid bicyclist for much of my life, I wrote. But back in college and everything else, and since I've taken up a position here, the city of Visalia, under our cap division I have engaged more with active transportation and getting familiar with the existing active transportation plan that the city has in its writing. It's actually quite progressive. And so I'm really just actually initiating many of these projects and these designs with management. And it's kind of gone full circle where management accepted it. We've gone out to the public for feedback. The public is ready for it. And so now we're proceeding with construction, with protected instruction in particular. But even class fours and other real robust facilities. The evidence and the support for it, both nationally and at the State level, is all there, and the justification from a funding standpoint of safety. It's really It wasn't a hard sell, but I just needed to initiate most of it to be quite honest. **Laura** - Why did you decide to have one with just striping and markings, and one a fully protected intersection with concrete reinforcement? **Visalia** - So another thing that we're doing as a city is, we're taking advantage of rehabilitation projects and maintenance projects to really reevaluate the striping configuration. So in doing that it's

cost effective to go in and restripe the street with a configuration. That's better for, say, a class 4, and that intersection county center. We opted for the striping for the intersection because it's still cost effective, and within the maintenance project and what the intent behind it is. It is something of a temporary arrangement where it establishes the configuration it gets community used to the driving pattern, and when funds become available and or when we devised means to to build local funds, we can go in and put in the hardscape infrastructure with us with a subsequent project in the future kind of a step towards the permanent arrangement. **Laura** - And the other one, why did you decide for the permanent arrangement there already, so that one we engage with actually a frontage road on the south side of that intersection? **Visalia** - Because of how tight that arterial street is, and the way we are configuring the frontage road. It pretty much already creates owner islands by default. By the way, the frontage road is designed on the south side. And so what I suggested at that point was, we can mirror that in the north. It really wouldn't feel foreign because it's just being consistent with the frontage road configuration. And we would just create that safer intersection for people on bikes. **That's another way how, in this particular instance, it became cost effective given that, you know, 7 million dollar project.** We're adding \$20,000 worth of concrete work. **Gabriel** - So yeah, I wanted to ask, you talked about using local money for infrastructure and that also for the application. And why would you form the opinion that using local money sets you up for a grant? I'd like to know your reasoning for that. **Visalia** - So with, let's say, for an active transportation program and other grants. If you can convey, because a lot of those grants want to see that you have existing plans in place that support the projects you're engaging with. They want to see what local investment is taking place that was supported. And it's not just coming out of outside funding. We've had a few meetings with the California Transportation Commission officials specifically to the active transportation Grant program, and in there they made it clear that it always stands out, and it shows. Skin the game if you will. One jurisdiction is actively engaging with active transportation projects and even beyond just grant funded projects they have, they have a network that they're actively working to build out and it's just. It speaks well, and it speaks inside the narrative of these applications. It provides the benefit. Okay, we're not just doing it because the mandate we actually are engaging with it because we see the benefits locally. We're definitely following a model where anything that's new, different, we have, we do heavy engagement with the public for the protected intersection at Rigging Avenue and getting, we actually pretty much did a citywide campaign providing information. We had a website with detailed information and had some written surveys that went out to the low community as well as social media

outreach. There's definitely a lot of that education component that was involved to get feedback and responses. And then, as far as the engineering is already taking place, once it's built that gets taken care of, and there will probably be the third component being enforcement. If we see issues with how people are using it. If we see folks, you know, not using it correctly or otherwise having problems there, we could definitely be engaged with enforcement components. Slash further education. **Sean** - Yeah, do you have an idea of how much these projects are going to cost? **Visalia** - So I mean a standard intersection without the Corner Islands ranges anywhere, I mean, depending on the size of roadway. But it can be anywhere from 600,000 to 800,000, and in truth, the protected intersection. All accounts it really just incorporates more concrete work and signage. So it's really probably about a 5 to 10, and that's even on the high end. Just that's incorporating, perhaps design efforts and other things I'd say anywhere on the high end, probably 5% more like a standard intersection design. In this particular instance, with Riggins and Giddings, this is actually part of a widening project. and the white, it's widening about a half mile street from a 2 lane roadway to 4 lanes and a median. And so that's a 7 million dollar project and the upgrades to make the intersection protected is really a drop in the bucket. It falls well within the contingency that we currently have. **Sean** - did you look at other designs before settling on these 2 locations? **Visalia** - No, we're trying to keep the traffic pattern. and how someone would traverse an intersection as conventional as possible while still increasing the safety for other modes. So, like other intersection treatments, such as roundabouts, mini circles, or otherwise. Those are not considered here. Reagan Avenue and Getting's intersection in particular. That's a Major RTO roadway. It's already signalized, so we wouldn't. We wouldn't kind of we wouldn't demo what we've done and redo it. We will try to just build on top of it in a cost effective way that still increases the safety significantly. At County Center in Ferguson, that one it's just gonna it's actually a stop controlled intersection. So the volumes are fairly low. It's gonna remain a stop controlled intersection. The configuration is really just designed to set the driving pattern. So you don't have fast ride turns and to increase visibility for pedestrians and bikes. **Paul** - I just have a real quick question. Thanks for the presentation, and what C device with regards to protective intersections. Are these the first two and do you have plans to upgrade the other intersections? You know, in your CIP, or just kind of a strategy that the city is looking into because you mentioned that you're using local funds for this. But then. really looking for opportunities of grant funding going forward. **Visalia** - So it's nice cause a lot of this stuff and and the public feedback, and you know, support for management and council. That's coming at a time, too, where the city is actively working to update our city standards. So we

do have intentions to codify these designs into our standards and to provide criteria as to when and where these things would apply. And we're also actively working on our active transportation plan update. Ours was adopted in 2017, and we're looking to have a refreshed plan pretty much executed ideally by 2025, 2026 and so with that plan. And with our standard updates, we do expect to see and have more robust multimodal engineering standards, and that would then apply citywide best products come online. **Jill** - I have a question. Hi Diego Jill Gormley with the Public Works Department with traffic engineering. Did I hear you? Did you say that you picked these after a survey from citizens? How did you pick these 2 intersections? **Diego** - So we selected them, the County Center ones is a maintenance project, and we saw it as an opportunity to evaluate a restripe, and then we configured it at the design level to make sure it can work, and then we went out to the public letting them know. Hey, this is what we're considering. These are the safety benefits. This is kind of what you should expect to see when you're traversing it and based on that feedback. It'll allow us to decide whether we're moving forward or not. And that was out also after a council meeting. So I should say we. We went through the design for both intersections to determine if it works. We then went to the council to get approval from them at that level. Again, conveying a similar presentation, conveying the benefits, costs and everything else. We received their approval for both, and then, following that, we proceeded to go out to the public. We pretty much did the same thing with an education effort and a survey that was offered an opportunity to provide comment. It gives a kind of a sliding scale in terms of if you really agree, if you're neutral to the project, if you disagree and if you're, you know. Do not support at all and ultimately based on public support. Council approval is how we were formally committed to moving forward with these 2 intersections. **Jill** - full disclosure I live in Visalia. I'm super familiar with both of these locations. Do you have any plans, or have you thought about extending or converting those class two's on Ferguson and County Center to class 4 in association with this protected intersection along Ferguson Avenue. **Diego** - No, there is gonna be an extension beyond, you know, maybe about 300 feet along the east and west lakes, just to meet up with the existing Class 2. We wouldn't address that class, too, until the next maintenance project. I do believe Ferguson may have recently been Redone, so that will be some time out. And it, it really just ends up being a timing item. Just because we are kind of working through these improvements in these types of designs. Through the process of feedback, you know community engagement, and and then, of course, through codifying our standards. So to answer your question, not in the foreseeable future. We're not planning for class on the East and West lakes. **Jill** - Okay, I think I'm gonna give my 2 cents. I think it would be a

good project, especially where you have the schools there, middle school down the road, with green acres and Manual Hernandez and and and everything backs up so that there's no driveways. There's no need for the parking lanes on either of those roads. **Diego** - But currently the direction has been that we were going to focus primarily on the opportunities of the rehabs. But that's not to say that we can't. We can't program other projects. But that's just not where we're at but definitely something to consider. **Laura** - Jill, Do we have protected intersections in Fresno? **Jill** - We don't. We do have our California Complete Streets Project, which was awarded 2 CMAC. cycles ago, at the intersection of MLK and Paddle there is a protected intersection proposed for that. We are getting ready to start designing on that soon to the next and the upcoming months. I don't know when, for sure, but we don't. We don't have one bill chip, that we've had one on the books for a few years with the funding we have, like some protected crosswalks right on Olive. Don't we have, like some protected crosswalk there. We might have bullocks on Olive, but not to the degree that these 2 projects in Visalia or what we have shown along California. **Sean** - so you had said that these are pretty well researched. I mean, do these show real safety benefits for cyclists, and then what are the effects on car driver incidents, you know? Vehicle versus vehicle collisions? **Diego** - Right? So yeah, they've been implementing quite a few places. Quite a few in New York and San Francisco. All you know, kind of modified versions, just because some of them have real space constraints, but as far as the data on driver behavior, both San Francisco and New York show that the yielding behavior for cyclists at so for vehicles to yield to cyclists at these kind of protect the intersections where you have a slow turning right turn. Was upwards of 85 to 90% yield behavior. And then a pedestrian was near 100, just because the pedestrian is now offset even further. So there's definitely that. And the right turning component. And there's yeah, there's more data. I don't have it all off hand. But Massachusetts has actually a really robust guide, and they've been implementing much of this in various jurisdictions out there. And the Nacto also has done quite a bit of analysis on these. And then, of course, overseas. There's plenty of data. Really the intent is just to kind of slow down the conflict points and increase visibility across the board. So the setbacks, the offsets. Those really are the geometric components that physically, for slower moving traffic is really what's occurring. The radii on these Corner Islands are recommended to be near 15 feet. You also want to establish a kind of an offset distance that actually allows vehicles to queue up so they can yield, and they don't feel the pressure from traffic being backed up. So there's all these different components taken into account, and how well. **Tony** - I met you at the LCI Seminar last year in Visalia, as well as thank you for joining us at Well Summit, and I was

really excited to hear that you're giving us presentation, cause you I had heard you mentioned that you were gonna be the first in the Central Valley to have a protected intersection. So congratulations and thank you for presenting to us. I had some questions about design standards for this. I know you had said you had reviewed the Crow Manual, and you mentioned Massachusetts and Nakto, but I was also interested in the amount of incurin there. I have never seen that before in the intersection. So can you tell us about how you developed this design? **Diego** - There's no hard and fast rules about how to design them. They they're they're similar to what you might find at a roundabout in terms of how the circle is somewhat mountable for larger trucks to traverse a roundabout and looking at different jurisdictions. Some jurisdictions will do. I see one do 4 inch high, mountable, some have done 3, and then how the curb around the radius has a certain taper. Some have done one to 4, one to 3, so it's very much still kind of being experimented, if you will. There's no hard and fast rule about it, even inside the mass dot. They do recommend 3 inch height on the mountable, and that accounts for things like towing and other trailers that might traverse the area. But definitely, not a hard and fast rule. Cal trans. Is working through DIB 94 it doesn't touch so much on protecting the intersection, but that has kind of more robust guidance on Class 4 s. And various considerations. I suspect there's an intersection safety manual that will also be getting updated soon. I hope that might get into a bit more on the protected intersection elements or components but I guess, I have to answer your question design wise. It's really been a reference effort on kind of what other jurisdictions are doing? Both locally in California and reaching out to San Jose as a neighboring city. And seeing how they designed it, reaching out to their consultant, getting ideas on what they came up with, what their guidance was. Definitely a lot of engineering judgment and a lot of kinds of review of existing facilities. And then how they're operating is it's how we're going about it. **Tony** - Your presentation is particularly timely, because, with the implementation of our new cycle tracks in the tower, this, particularly the achilles heel of our protected bikeways, has become painfully apparent in that. We've had several incidents that I'm aware of one involving one of our FCC Board member who was right hooked at Palm and Clinton and also right book incident just this last week at with Wishon and University, involving a cyclists, who is a friend of Julie's that broke his collarbone because he got right hooked. He was southbound, and a car invaded the where the turn is demarcated, but they violated the demarcation. So I was thinking about having looked at that. You know what we might be able to do in terms of implementing some sort of quick build quarter islands in some of those locations where they're not really well demarcated, as might be willing to respect there. So thank you,

Diego, for raising this very interesting topic. I hope to see more of these in the present here. **Diego** - Just one comment related to, I mean. Sometimes there's space constraints that are kind of brought up in terms of limiting, eliminating, limiting some of these designs. DIB 94, although not formally approved, does indicate that it's a Caltrans sanction design document. We'll show that 10 and a half feet is the minimum for language. So if there's an opportunity. Where, if you have a 24 foot Dual Lane, and there's no space for you know, a bike lane or these protective elements. I mean, there's there's there's space is just a matter of prioritizing your modes and your language.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=cb65ba00-38c8-4ec1-87e6-d5d60cf e2945.pdf>

BikeScribble3D Presentation. - J. Page - I wanted to start off by explaining that the pedal forward, Fresno 2023 partnership was an opportunity to create a public art piece. That was the centerpiece of the summit that you all have recently concluded. So I'm pretty sure that y'all are up to date. On that. There was a lot of great effort to advertise and promote the summit. As you pointed out, Laura, there are differences between the target demographics of a professional conference and a larger outreach and community involvement. So I wanted to thank Doctor Molina there because he had reached out to Kathleen King Page, my wife, and the artist who's been commissioned to produce what started off as artwork and evolved with input from the city and the community and the university into a much more far-reaching and visionary concept that involved how you educate and create messages. If you're trying to encourage, change and build people's awareness. Also their sensitivity and the amount of empathy that they can have for other people in the community. If you have an opportunity, John. The 5 slides that I provided will give a little bit of visual impact. If you could flip ahead to those in any order that we go through them. So if we'll move to the call. That is the second slide. And what evolved is the engineering department, led by Dr. Allie Toffick at the Transportation Institute. He Challenged Kathleen and I, as a design build organization to put together a consistent visual imaging package. as well as a farther reaching design that could be put into the landscape, and could provide a permanent installation. So we worked backwards to create the stories behind these characters. and it was Kathleen's dream that each one of the characters created a humanization of a bicycle rider. Much in the same way that we try to bring awareness from other things like signage and aluminum aggregate inside of phosphorus and paints. We

also have an awareness that we need to acknowledge about the effect of distracted driving. So the art industry is on a level that raises people's eyes up above the dashboards and up above their visual field. and the work that she created the bike scribble is something that's evolved out of 40 years of her exploration about public art. If you'll move to slide number 3, what you'll see is the synthesis of this educational model that we use because there's grant money involved in providing students with a real life application of the principles that they're being taught at the Advanced Technology department. So, in conjunction with them and the Art Department at Fresno State and the Transportation Institute we were able to put together a very technical assembly and fabrication process that involved powder coating. plasma, cutting of steel handling of weights that were between 500 700 pounds at a time. So the challenge of working together on that was an excellent opportunity for us to work directly with students. The end result of that, if you'll move to slide number 4 is my wife, Kathleen King Page, the artist, and Tony Molina who has been the fountainhead of all the information that we can gather to be able to support this idea. So behind them in that photograph you'll see the sculptures of 4 of her characters. The next step is for the city and the schools to work together to find a permanent location that supports the pedal forward program and will increase awareness throughout the entire city and not just in one location. Perhaps in reference to the changes with the memorials. not only where people have experienced a fatality and the grief of that so we have a very optimistic approach to it. This particular design involved 31 colors and we're working together with Dr. Taufik to move to the permitting application phase and be able to find the first of several different locations for this around the city. So we wanted to make the ATAC aware of that? Because if it wasn't for your efforts we would never have been invited by Dr. Molina to come up and make this immersion into your city and to understand the challenges of your future. We're really excited about the 4, the fortunes that we share. So thank you for your time. **Laura** - So there was a sculpture developed as part of the pedals summit, and that was the idea is that it will be the first of 7 sculptures, one for each district, and they are to raise awareness for bicycle riders on the road as participants in traffic, and I think one of the lasting ideas is that there's always one bicycle rider on the road because of the bicycle sculptures. **Tony** - Could you explain the characters and appreciate a minute or 2 to do that? **J Page** - Each one of the characters is named. and it's an archetype started off with Emil, and we saw Emil, after talking with Doctor Molina's wife about how at night there were bicyclists who were typically on their way to or from a late shift. They were typically riding bicycles who were ill fitting and unlighted. But they had a backpack on, and they were supporting a family of 2, and we started to see that over and over and over. So Kathleen was motivated

to create a meal who represents the invisible rider. The second piece that came up for her was Flora, and she's the smaller of the 3 sculptures, and she represents the future which has to do with educating people about their responsibilities. Teaching them about how to integrate into a larger fabric of transportation needs and human community. So she has a special place where she represents the future. So she's in between the larger riders and in behind her is Olivia and her pet dog raisin. So in Olivia we see an example of how the rider needs to take responsibility for their part of the action, too, because she could be much more attentive to the road. And it's not always a wise decision to put your pet in the front basket. but you have to be aware of yourself and people around you. So we want to encourage people to use baskets and to figure out ways to take their pets and packages. We've seen it done very effectively in many other conditions. So we're hoping that Fresno can be a place where people can be reminded that if you plan ahead you can be a responsible person on the bike as well. Each one of these there are now. Almost 4 installations and almost 13 riders. We're hoping to use this to help to characterize and personalize each one of the neighborhoods and then, when you do the city tour you'll go through the neighborhood that's associated with each one of the riders. This piece here State is a stand alone of 3 riders in a group. **Laura** - as I understand there is an attempt now from the transportation Institute and the Art Department to have the Art Department, and in that Department of Interior Design develop a conceptual design for trail heads that include art sculptures, including sculpture. So there's a grant currently that is getting applied for, and hopefully, this will be avoided so that there will be a conceptual design that can be shared to attract funding. And, as I say, one of the goals was to have a sculpture in each district. So hopefully, we'll bring that discussion back. **Gabriel** - Who decides what type of art to do. I mean, I see a mural where the art they choose is a little bit different from up north and relevant. I mean what the mural they put for a person to learn. I'm just going by what the residents seem to have. **Laura** - I talked to the professor from the interior design department. So if the Grants are getting awarded, we would plan, probably at the end of March and our March meeting to have them here and this will be a student like Project for them to share what they're working on and get input on the different aspects including the art.

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TASK FORCE REPORTS

World Day of Remembrance Task Force - World day of remembrance was November 19th. We had a great event organized here with the first bike ride, then a press conference, and after that the water tower was illuminated to remember the victims. The bike ride went by Roosevelt High School, and we had probably, like 40 people participating, and I hear, was a very successful ride. We had a teacher from Roosevelt talk about the incident, and how it affected the whole school beyond just the kids that were injured. How they were very much affected, and we're glad that there were no fatalities. The event highlighted that there were no fatalities, and how people were impacted. The press conference was supported by councilmember Kabasi and is the biggest champion of the event and its victims. The family of one of the victims spoke, and then friends of the other victim were in attendance. Sharing their stories was very emotional. The press was in attendance and the press conference was shown later that evening. The estimate is that there were 60 people in attendance. First of all, remember everybody that was affected as a victim and as a fatality, and then really bring the community together with a renewed effort to ask for safer streets. The task force agrees that the event needs to be held every year. The very next meeting we had a great meeting and discussed different options Julie came up with a really winning suggestion to come up with a memorial. That graphically can be used to create local reminders of traffic victims so that we have both a component that is located here at city hall, and a component that can be installed all around town. So the next step would be to meet with Councilmember Kawasi. Where are we going to go with this and what he can agree to, what the student administration kind of agreed to end. So we'll have to schedule that immediately. That's on the task Force reports. **Julie** - I was just really proud to be part of it. That was just a beautiful day, and I just hope we could do it each year and just grow at a great bike ride. Tony led the ride. We had some moving moments there, just really proud just to be there and just represent the city, and just represent, even like my work, that the person Paul was killed riding his bicycle, and I was representing, like 3 different groups, FCBC, ATAC and REI. So I was like, Wow for me. I was just happy to be there. And I can just see this grown just really happy for Fresno that we have this day to remember these people because it could be any of us. So I hope we can keep doing it each year, and just keep getting that coffee and that hot chocolate one nice little bike ride to remember everybody pardon. and hopefully less and less victims to victims. **Tony** - There was one thing that we had talked about, whether next year. But the idea of trying to see the lighting to the City Hall might be an option or as close to the water tower because it was so cold. By

the time we finished nobody wanted to go over to see the water towers. So that was one idea that we have maybe to do something different for an extra.

Memorial Fund Task Force -

MEMBER REPORTS AND COMMENTS

District 1 - I rode Veterans Boulevard the other day, and it's mostly nice. However, crossing over the northbound exit onto Golden State has horrible visibility. I wouldn't feel safe and wouldn't bring kids. There's a retaining wall which is a barrier wall which in some ways I appreciate having. You can see cars for like 3 seconds before they turn into you. I would say, a pretty major issue is the flaw in the design. I don't know how that can be addressed at this stage. I don't know if ideally, what I would like to see, and I don't think we're gonna have a lot of traffic onto that exit for a while, just considering what's built up around there. I would love to see a no right on red signal protected exit. The reason being it is just not safe. I'm really worried somebody is just riding and not seeing the car. There's just gonna be like a couple of seconds before collision. So I would really really encourage public works to take a really strong look at that. Other than that, I love it. I think a lot of the design elements in it are really fun and intuitive and comfortable. In terms of you know, the Tower class fours, you know, continue to ride them, continuing to have a lot of issues with legal right turns, people pulling into the bike lane to make right turns. Okay, how can we protect these intersections? Is it reasonable to set up at least the rumble strips ideally. I mean, I love some concrete. But you know bollards are something to keep people from just pulling into that bike lane to make that right turn. In terms of protected intersections. I would definitely love to see protected intersections where these class fours are intersecting. So Palm and Belmont and Wishon and Belmont, I think, are, you know, really great opportunities to have a nice protected intersection and make those safer and more comfortable. I don't feel like we talk about it enough. But you know, 2023 was the hottest year on record, beating 2020 as the hottest year on record. 2022 was the sixth hottest year on record. 2021 is the fifth hottest year on record. So I just kinda wanted to to bring that up briefly, just as a like, you know, there's a lot of reasons that we're doing this. But you know for me that that's one of the major ones.

District 2 - Vacant

District 3 - I'm just kinda just picking back on like today's discussion with the officer, and just like the new bike lanes. There's this company that I've been following called the Bike Lane uprising. They can actually take pictures of people parking in the bike lanes and traffic issues that happen. And sometimes I think it might have to start with us, making awareness like we're asking the officer. Hey, be more present but maybe we have to actually take these pictures and show, hey? So I'm thinking maybe I would love to partner with these people,

even with ATAC, because they also give out grants and free school bicycle nights. Thinking about how cool it would be just start handing out bike lights to people who don't have bike lights. Then just posting pictures to their website, showing people parking in our new bike lanes might be an idea. I mean December 6th Bike Station in partnership with FCBC and Districts one, three we did the free bike giveaway kids bike give away, which is awesome to do things like that for our community. We did a bike polo, where there was a bike polo event where the Bike Station was there. Helping out other bicycle groups being present in the community. Then we were able to give away a kids bike that a girl, that daughter, the mother and the daughter came to that free bike giveaway in the tower, and she was just too big for the bicycle for the leftover bikes. They just came late. All the bigger bikes were gone, and she was so disappointed. Here's my information, follow us on Bike Station and I'll get a bike for you guys. We were able to pair her up with a bicycle that fit her. So doing stuff like that is awesome for the community. We just funded a donation from a local group that does fundraising. And so we just got awarded to some of them. So I'm just really proud about that.

District 4 - It was really exciting last month, as most of you know, I always walk with my kids through school. And actually, I haven't been biking so much because my bike was broken, and I'm not as handy as Julie, so I mostly walk, and we walk every day, you know, rain or shine or cold or hot but there there was! There's never like a crosswalk to go to the school, or the crosswalk went to the side of the road that didn't have a pedestrian walkway, because there's a city or county island, and so there was just this one crosswalk that went to the wrong side of the street, and then you had to cross the street unprotected again to get to the walk the pedestrian Broadway. So the city did an update, and they installed a three-way crosswalk now to solve the whole issue, and that really has been helping to ensure that people can cross the road safely, and I've been walking since my daughter was in kindergarten, and so that 6 years now, and when I started there really weren't anybody walking to school. I see a lot of folks now walking to school. So I really believe that if you see more people on the street, then you'll have more people walking on the street, and that is really increasing safety. And you can see the pedestrians have to stop. That really changed things. So thank you so much for that, and that was a collaboration with the county, and I know that's a little bit hard. So good job, and it's great to see this progress. Then we had our pedal summit, 2 months ago. We have had follow-up discussions on this, so we are just in the planning stages. But the idea for next year was, or the one we would love to pursue would be to have an open street event. Our keynote speaker, Penalosa. He was the one spearheading then Calvia events or Calvia events all over the place. So we would love to see if that would be something that we can implement here in Fresno. One of the biggest reasons why you would like to do that is the outreach to the public. It's a little bit hard. If you do like a summit, you just want to reach the professionals and you reach the professionals. But to do the public outreach. It's good, if you have like, on the ground events. We would love to see if there is some way we can align with all the great outreach efforts that are happening in the city, both led by public works and then high speed rail and other organizations. To kind of like the opportunity to reach the public and have fun while

doing that. So, anyway. So we will have, like some follow up discussions. Of course, on this, but I just wanted to share with you all that. That's a direct term that we're looking into at the moment. Then I got to ride with Tony and 2 of my employees on electric bikes and the Christmas Parade last weekend with the Black Chamber of Commerce. That was a lot of fun. They are starting their program that you can actually rent out the bikes. And I don't know how it happens, how that is working. I haven't gotten a good explanation of that. So hopefully, we can invite them to the next one or 2 meetings, so that we get a little bit better idea of how they are planning on launching this part of their project.

District 5 - I just like to acknowledge the beautiful things that happened on the World Day of Remembrance. Julie was giving an unhoused person shoes and Tony donating the leftover water to the unhoused. Both have a heart of gold. Councilmember Chavez and the mayor had a press conference on the bicycle lanes from Sixth street to Cedar. They will eventually reach Clovis Avenues. So that's a good thing. You know, it's its way of encouraging kids to ride their bikes to school. I've been doing outreach to every mode of transportation: walkers, scooter, motorized wheelchairs, cyclists and car clubs. Some of the discussion topics were safety, participation in events, and being part of outreach. With the governor opening up the cruising we need to embrace it and make the cruising community feel welcomed by asking them to be part of ATAC Community. We can do outreach and education. I did. I did about 87,000 steps last week in District 5 along the Ventura Kings Canyon corridor. It is a BRT and opportunity corridor that has many schools within walking distance from it. Some of the structural problems in those routes are no sidewalks, speeding cars and large amounts of traffic.

District 6 - absent

District 7 - A few months ago we talked about the idea of putting up more cyclists to use the full lane versus sharing the road signs, and I was advised to pursue FresGo for that. So I did. We put a couple of FresGo requests in, and one of them got answered within a couple of months. So on Chestnut now. There's on Chestnut behind international they've put out a sign that says cyclists can use the full lane just fantastic. At the same time we made that request. We made one for Palm. We discussed this a few months ago between Barstow and Shaw as you're cycling south on Palm, there's a cyclist, and they use the full lane sign just as you cross Bartow. But then you get to the stoplight at Fig Garden and San Jose and I know that there's a little bit of a county block there. But then, after San Jose, it's again a city. That's where there's a sign that says, share the road. So my concern is as you're bicycling down Palm. The traffic is going to see cyclists can use the full lane sign, which is just great, and I use the full lane when I'm there, and I ride this

frequently. But then, when you get to San Jose now, the drivers are going to share the road. They're gonna think that something's changed now, whereas the lanes are the same width, same number of lanes, still lack of a bike lane. So the same vulnerability for the cyclist, but the motorist is seeing a different sign. I got a response from FresGo that said, well, there's already a plan in place on Palm to blah blah blah. So we're canceling this request, and it will be brought up again later. Maybe. So my question is there actually a plan going on on Palm between Shaw and Barstow? Whereas this would be simple, I could go out there and just change the sign. It just needs to be changed. **Scott** - We have an IPS project on Palm and Shaw and that little pond ramp from Furniture Road attempt at San Jose onto southbound bones being slightly reconfigured. Freya improvements. We can look at the signage with this project. **Brian**- I think, just changing up that one sign would make a world of difference. Just take off the show the road and put up a cyclist and use the full lane. At least it would be consistent for that half mile from Barstow to Shaw. **Scott** - Is that the only one like it? **Jill** - Did we swap out something else along that same quarter. **Brian** - It would just be safer for us to be able to safely use that full right lane all the way to Shaw. I was interested that they didn't specify what they're. It was a little bit vague. It was kind of like they meant I'm not going to do this. I wasn't sure what they were actually saying. I would love that to be looked at, and then I also love the new configuration of Audubon and Knees. I write that frequently. I've not written it yet since it rained, and so my question to you. It seems like when I was writing this with Laurie a few weeks ago, we thought, because you can make that right. Turn now from Audubon onto these Nees on your bike. It's all green painted. What's that green paint like when it's wet? It looks like it might be a little bit slippery. Our specifications require it to have an aggregate. **Scott** - It's our specifications require it to have an aggregate **either mixed in the paint or applied** while it's wet. So it shouldn't be slick, the coefficient of friction is at least as good as the pavement, the one that the material we specify as xanax plant, and it's a corundum that's mixed in the paint for its spread. So when you roll it out it the paint flattens and the leaves sand kind of encapsulated. That's not sand, it's aluminum. But there was a couple of different brands that out there only have different properties, but they're all non-slip.

Brian - The other thing I wanted to bring up was, I would ride my bike a lot more for errands if I had a safe place to park it at the destination. And now a lot of people I know would like a grocery shop. If I could find a place to park my bike safely, I think most people would. I'm just wondering now if this is a thing that the city should incentivize for businesses. If somebody wanted to go to Walmart or to someplace or there could be some

kind of a safe caged environment where somebody could park there, because people are riding more expensive ebikes now, I wouldn't want to put a \$1,000 or several \$1,000 e bikes in front of a store. So I just don't know if that's something that the city would ever get involved in to incentivize businesses. I think we get a lot more people on the roads so that they have a safe place to park their bike when they get to the store, you know. It's been brought up a couple of times in the last couple of months that maybe it's time to revisit the parking audience and to see work there and give out some recommendations of how it could be augmented. So I'm actually thinking, if you guys are interested, this might be a chance to just start a new committee that is looking into what the regulations are right now? And then come up with some proposals. **Jill** - I think right now, just to kind of give a little info on what it is, for it is in our code, for bike parking to be provided on site that happens probably not all the time. But there are requirements for bike parking that doesn't necessarily mean it's covered bike parking. Or maybe what you're thinking that this group would like to. As Laura is suggesting, bring forward. We can present that to our planning department. How they can take that forward because it is we public works is only in the public right away. We don't do anything on private property on site, but there are provisions for parking by parking, you know. for that private property. **Laura** - Did we want to have a task force that is focused on parking. Sure. Yeah, yeah. **Brian** - I don't want to be on it. I just want to bring up the idea. I'm an advisor.

Mayoral - Really. Just getting back to Trailstone and understanding what's going on here. Still have my residence here for the last assignment before during the weekends. But appreciate what's going on? In looking at active transportation, the issues that bicycle space pedestrians, and and then the safety aspect of it. Just that integration with people doing their first and last mile, and even beyond that, because a lot of the community members out there. As was mentioned some don't have a car so they rely on a bicycle, transit and walking. So those infrastructure types are something that's very important. I know I come from a planning realm of this, but where it really comes down to it is what's implemented in through the project that public works was killed with. Tina's done a great job on that. But without the input folks on this committee had, and the communities out there that wouldn't care about this type of transfer and you know that didn't get done. Look forward to working with all of you.

Mayoral - empty

Member On-boarding Discussion Laura - the member onboarding discussion, and I put this on the agenda. It has been brought up by a couple of people that they don't feel quite

prepared when joining the committee onboarding process for this committee. We have a lot of moving pieces, so it would be very helpful to have some form of process to set this up. We would love to have a little task force that looks into this, and I would hope that John can work closely with the task force as he is the replacement ADP Coordinator for now, or filling out that role. So just looking to hear your thoughts on this, and then hear who would volunteer to be part of this task force. Gabriel - I like to take it even further. I think we should have a retreat at the beginning of the year. You can discuss content and schedule. I think we waste you know respectfully, I think we waste a lot of time going back and forth at each and every meeting that we could be discussing other things. And it's just we do say a lot of redundancy in these meetings. So I think in the beginning of the year we could set our schedule and just make these get us out of here sooner and make these meetings a lot more fruitful.

Julie - Are you talking about new people coming over? I mean as a new person I was a little bit intimidated, and didn't know what my role looked like. And still I question myself, am I even suited to even be here because I'm new to Fresno, and I'm like, do I have anything to give. I would love to have somebody in mind that could be in District 2. I'm like, if I tell him to come, how do I describe his role? So maybe just something simple does not have to be that big. We don't like to read too much, you know something simple and say, hey, this is what you're accountable for. Because I didn't even know the rules of like, how many meetings can I miss? Just simple things like you know who to call into?

Sean - Yeah, I mean, we should have that. We should also have a more extensive reading list. We should make people more aware of ATP. These are our various plans. There's sure I had the same experience of joining the committee and just trying to figure it out myself.

Matthew was really helpful in that. I do think we need stuff. **Julie** - but we don't wanna drive people away, because I know if I saw that I'd be like, I'm overwhelmed right? Understand like past things that you guys have done things in our future. Things are working on but I do agree with you. **Sean** - Well, I mean, that's why I'm saying there needs to be layers of stuff.

There needs to be an introduction like this is your basic role. This is, you know this and that, and then, like, well above that of like, you know, here's an extensive reading list of all these different documents. You should probably familiarize yourself with at least the language of a lot of bike infrastructure.

Gabriel - Binder **Julie** - Maps, Honestly, I still use GPS, I know how to get to my work and stuff, but I still like learning. When you guys are saying I'm like, I'm trying to orient myself. I'm you know, using my cell phone is not best. But if I have a map, maybe see the project center that would help. I think that would help me be like, oh,

I've been there where I know where that shopping center is. But like, I also don't want to discourage somebody that just loves cycling to be here and just takes the bus, you know, and you know, giving them the whole pamphlet like, study this, that's tough. **Paul** - at least the basics. And then for those who really need more, then I think it's good to have additional.

Brian - It took about 5 months for me to know who those people were. When I first came in. No one told me who anybody was. I didn't know what anybody's role was. Carla came and went without me knowing she was gone. There's a lot of unknown. **Laura** - Yeah. I mean, I've been in the same situation, and there's a big learning curve. So if we can shorten that learning curve through more information dissemination. There's a digital

digital

version, right? You can share it all online and update it. **Laura** - So are there any volunteers to work on this and develop a draft?

Semi-Annual Report. Sean - It's done and I'm assuming links on the agenda. **John** - Yep, it's gonna be the next agenda meeting. Sorry. The next council meeting, December fourteenth. In case it's pulled we need to have someone there. Just one member from ATAC to be present to answer any questions that they might have.

ATAC Charter - Laura - I don't I don't know exactly what we were on for. **John** - So yeah, there's some ambiguous language and ATAC charter regarding vacancies and the vacancies being filled. So that's something that we're working on with the clerk's office to get that. I guess to get the language tightened up, and to make it more clear on what the expectation is for vacant seats, and how the term gets filled out because there hasn't been a consistent policy that was being enforced with that. So that's with the vacancies that we have right now. That's something that we want to try to make sure that we pay attention to. It's not somebody filling it. And then, you know from the starting point that they get appointed, that they're not there for the full 2 years. It should be for the, for the time that seat becomes, you know, it starts because it gets staggered every 2 years, right? We want to make sure that it's filling the appropriate 2 year period that's staggered with the other seats for the remainder of the term. The remainder of the original, like the original term.

ATAC Yearly Plan - Laura - Alright, then the next one the it had yearly plan we had last year extensive discussions on what kind of events we like to engage in and redevelop the metrics. On the importance of being involved in different events, and in what form? So I would love to work on developing a proposal for a yearly program or for the 2024 program that's based on this discussion. Present it at our next meeting. Happy to work with whomever is interested in this. But, as I said, we've already dealt with this as a task force. And just for procedural reasons, we added it to our agenda today. So yeah, happy to get you guys. Program or for the 2024 program that's based on this discussion. I'm also happy to share. You know what we thought last year, and what we would like to do this year, and then have a discussion on those proposed subjects at the next meeting. So just to be clear, if anybody's interested, you know it should be, we can make this a task force, or I can make this a task force at one and just prevent it next time. So interested to hear your guys opinion on this? And yeah, the goal would be to really align our efforts and be a little bit more proactive. Align the educational dollars with the events that we're planning to have. That has been an issue ever since I've been joining the meetings here. That was not really aligned. So hoping with having more plans that we could do that. **Jill** - It's gonna help us out as well. It's something that we've talked about over the years. I refer to it as a business plan. But just how we're gonna do things. I know I've been contacted by a few different people in the last few months saying, Can I have bike helmets? Come to the meeting and ask for them, you know, but I need it for tomorrow. So you need to. I don't know what the helmets are. If there's a plan for the helmets or what events are coming up that you guys

want to use those at. So having that plan, or that calendar, or whatever it looks like. would help us on our end with some of the requests that we get. **Laura** - we have the proposed 2024 ATAC meeting schedule. I think it's the fourth Wednesday of each month. And John prepared that alright. So here we have the dates. Yeah. As I said, every fourth Wednesday of the month, January 20, fourth, February 20, eighth, March 20, seventh, April 20, fourth May twenty-second, June 20 sixth July 20 fourth, on 20 eighth September 20, fifth, October 20 third, and then we traditionally combine the November and December dates, and that will be December eleventh. Are you guys all good with that meeting schedule? Sure. Okay, wonderful. Thank you so much for preparing. **John**. And would it be at all possible to send this as a calendar invite to everybody? **John** - **Yes, I could do that. But before we go ahead and approve it, this is an action item. So we do have to vote on it. On a motion to approve the 2024 Active Transportation Advisory Committee, (ATAC) Calendar of meetings Brian Bird, Second Gabriel Lozano.**

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Chair and Vice Chair Elections, Secretary - Alright. Then let's come to the next point, the chair and vice chair elections. This is an action. We asked for nominations at the last meetings, and we had the nomination for vice chair for Sean, and the nomination for chair for myself. Are there any more nominations?

Can we move to the election for the Vice Chair? The candidate is Sean Switzer.

We are gonna have a roll vote for Sean Zweifler as Vice Chair for the year 2024.

- District one yes
- District two empty
- District three yes
- District four yes
- District five yes

District six absent
District seven yes
Mayoral yes
Mayoral empty

There was a majority vote so Sean Zweifler is the vice chair for the Active Transportation Advisory Committee for 2024

We are gonna have a roll vote for Laura Gromus as Chair for the year 2024.

District one yes
District two empty
District three yes
District four yes
District five yes
District six absent
District seven yes
Mayoral yes
Mayoral empty

There was a majority vote so Laura Gromus is the chair for the Active Transportation Advisory Committee for the year 2024

We are gonna have a roll vote for Gabriel Lozano as Secretary for the year 2024.

District one yes
District two empty
District three yes
District four yes
District five yes
District six absent
District seven yes
Mayoral yes
Mayoral empty

There was a majority vote so Gabriel Lozano is the secretary for the Active Transportation Advisory Committee for the year 2024

ATAC Member Vacancies- Laura - We've already discussed this as a mayor will vote vacancy and district 2 vacancy. So we would love to join, though, to fill those vacancies and share this information. As Jill mentioned earlier, it's a matter of introducing yourself to the person that you are looking to represent. And then there's an application on the clerk's

website that you have to fill out that will go to those members and then to public works. Apparently it's not required that you live in the district that you're representing.

Public comments - **Nick Palontino** - You were talking about parking. and you would think about creating a task force. So the thing is, if you do create a task force, if you do, I like to be on it. As Jill said there is an ignorable code parking requirements. Unless those requirements have been changed in the past 5-6 years, which I doubt, I was on the committee that wrote those requirements. A lot of other crimes are in the green came from the Green Building Council. and they are directed by State law by the city of Fresno. So if there's a task force form, I like to be under the task force. Give me a chance, you know, to see whether they could change or not. I will provide you with the research and see whether it can be changed. I tend to be cynical. Being very cynical, I tend to doubt they're really being enforced by the pen and development department. I really don't think they're being enforced. But that's that they're only binding on new development. Anything that's existing was not being enforced. They do need to be looked at. What's in the Green Building Council. Those are really technically minimum. You can go beyond that. It's a matter of fighting the Building Industry Association, (BIA) but it does get residential. There's also a commercial and lobbying that would fight anything beyond a green building council. They're well worth reviewing and finding out whether or not a payment actually takes you seriously or not, which, being central, I tend to doubt that I'm in full agreement with what you said. I would be hesitant to park my \$5,000, Ebike, in front of Walmart. Chess Star that invite that we got when I came back out. So yeah, you can build all the green infrastructure in the world where people have nowhere to park their bikes. You know, ahead of destination, they're still going to still, you know hHop in there, sing off of a vehicle and drive. So if you do form a task force, I would say not to be on it.

STAFF REPORTS

Traffic Collision Report - So basically, it's an update of our collisions year to date for 2023, and then, in comparison to 2022. Total collisions, regarding vehicles and pedestrians and bicycles, our numbers are up for 2023, in comparison to 2022. Off all categories, or specifically total population for pedestrians and bicyclists. Fortunately, our fatal numbers are down and here, to date, we currently are at 44 fatalities, 21 of which are pedestrians, 2 cyclists. In 2022 we had 48 at this time We had 23 pedestrians, 7 cyclists. So one of the cycles that we had this year was versus a train. **SEAN** - Do you have any idea on the locations? If they're clusters in any way. There's a lot of them. **OFFICER** -So I don't have, as far as the cyclists are concerned. I know we have one at Golden State. Where the cyclist is at fault on that one. Some of the details involved with that late at night no lights. And then suddenly, just a turn right out of the road. Was that primary contributing factor, the other one involved a train? That's going to be the cyclist's fault, failing to yield to crossing signals and crossing train tracks. **Laura** - And do you have an understanding of how many of those fatalities were unhoused? **Officer** - So I talked to detectives on that. Obviously I don't do

any of the investigations on these collisions. So they gave me 8 unhoused pedestrians. One cyclist was unhoused. The category they use for unhoused is they don't have an address. So if someone is able to have some type of address again, they are not living at the address. They don't count them as unhoused. They're not qualified as unhoused, because they potentially are staying there at times. Laura - I understand you've been doing outreach to the unhoused community in some ways. **OFFICER** - I've done some where we've gone out to Poberello, and we've done some of the vice school like this person that Tony and I were working on for a while, and we're gonna revisit that again. And then we just continued education. Obviously, schools. We continued that with our youth and continued the bicycle program. And we do a lot of pedestrian education. In October we had the walk to school. We also do. We do the walk, and we also do the education with the school prior to the classroom. Brian, is it possible to map where the incidents occur? **OFFICER** - Yes, We have a collision-based, analytic, collision-based that we can run different scenarios. We can also do some geomapping with pins. We can locate different collisions. I would need specifics if you wanted me to provide something in a meeting. I would recommend sending me an email with the specifics of the date range. If I did total collisions, you're just gonna see pins covering the whole city and you'll see some really large clusters. It's really hard to do that. I would have to break it down into districts to really separate the pins, because we're already at, you know, almost 3,400 collisions and putting that on on a map is going to be but once you break it down. You know, if you have specifics, pedestrians or cyclists or times. Day age ranges all DUI it will obviously cut that down. Julie - Yeah, just to piggyback on the location. I like to see if it's close to businesses where people are walking a lot. People are cycling to get to the store. It would be nice if we knew exactly where the major accidents are or collisions, excuse me, are happening. Also are they hit and runs mostly? **Officer** - Some of them are hit and run. I cannot tell you exactly without running the data. I can't tell you exactly, but I can guarantee you they are hit and run in there, absolutely. **Sean**, - Does Fresno, I mean, do you have a sense of where we compare to other cities in terms of collisions? **Officer** - I can't give you that data right now. Here, you know, without sitting down and researching what city specifically and getting their data. **SEAN** - Okay? So my sense is, Fresno feels very unsafe to drive in, to walk in, to ride a bike. You know, my girlfriend just within the last couple of days has had somebody very aggressively pass her in the bike lane. She had someone almost run her off the road today. Another incident where somebody pulled into her lane today as well. A number of very unsettling, you know, incidents. What is Fresno, PD's proactive plan to deal with this? **Officer** - We currently have 3 Units, one is our Street Racing Unit which was created because that's a really growing problem and we are trying to address it. So the chief has already implemented it and that's new. There's 5 or 6 officers that are in that unit alone. Just today we've brought on 2 more traffic officers. So we are, you know, trying to increase traffic enforcement. I just mentioned, increasing a unit within our unit and bringing on 2 additional officers. So as I mentioned before, we're trying to hire more police officers and that's an ongoing struggle, you know, and there's a lot of training involved. We have to get them through the program. So with patrol. Of course, we have to be stable and have

enough officers. So once we can get that patrol number up. Then we can start increasing. You know, the special units, especially like traffic that can focus on those types of situations. We're heading in that direction. We're very happy about the 2 new motor officers we got today. So we're excited about that. That's a move in the right direction. And they're out there doing a lot of enforcement, handling a lot of complaints like you just mentioned, obviously, of course, feel free to submit that complaint. We get a lot of fresh information, also that we dispersed to the units that would give specific information about where those occurrences are happening, the time and the type of violation that we can share with the officers and get them out there. **Brian - You mentioned speed racing is there right across the tracks from where there's speed racing almost daily. What's the cure for that? Do they put speed bumps on these streets, or how does somebody go about getting that done? Officer** - For me it's enforcement, you know, that question, speed bumps. I'm not sure how many speed bumps or how you know that's going to be an infrastructure issue with traffic engineering, and I don't know how many you know how many you could put out.. But I can tell you that going out there and impounding cars and doing enforcement is what we've done. I ran an impound search on how many vehicles we impounded, and that I can't remember the month. But within 3 months our department had impounded almost 100 cars for reckless driving over a 3 month period. Okay, it's been a little while since I ran that. But tell you that the enforcement's out there. I share an office with our tow director, and almost Monday mornings with their phone calls are coming in with people trying to get the cars down Friday, Saturday. **Laura - I have another question. Within the bicycle community. There were a couple of stories shared of police officers making unsafe turns and nearly creating a collision. I was wondering what kind of sensibility training. You provide for police officers that are driving cars on how to deal with pedestrians and bicyclists on the road. Officer** - They get their training in the Academy. They get their training here at our department not only that we've had speakers come in from this committee and speak to our officers about, because their knowledge is so deep into the new laws that have come in and give their perspective. Of the 3 foot laws, we even have briefings and people from this committee itself come in and speak to them in the office about those types of things. So yeah, I mean, it's an ongoing education for all of us. The laws are changing for pedestrians and bicycles here in California. So I mean, we're well aware of it. **Laura - When was the last time someone from ATAC spoke with the police department? Officer** - The last time was Richard. **Laura - Probably time to revisit that. Sean - When are we starting to see movement towards speed cameras and red light cameras? Do you know, is this something that the department is thinking about and preparing for? I know it's not quite legal here in Fresno yet? Officer** - I can't speak of it. What's going on with the staff and those types of things? I'm sure they're looking at it. **Jill - Oh, can you say that again? Sean - I was just saying that, you know, Statewide, we're starting to have, you know, movement towards legalization of speed speed cameras and red light cameras. So curious if PD is thinking about preparing for it. Jill - Yes, so there's a pilot right now. I think it's a 5 or 6 year pilot. That 5 or 6 cities signed into it . So we. We are not one of the cities in the program. So we'll watch that and see what those different cities are doing, and see how they're handling it,**

how they're issuing the citations, what the consequences are, if there are consequences, and and at the end of that pilot period, then there'll be an evaluation statewide. Should we bring these back or make them legal for use, and will be involved in those conversations as well. **Sean** - Now, is that gonna be public works or is that Pd, or is that a combination of the 2? **Jill** - I mean, I think it's gonna be probably a combination because they may use them, but they're probably our equipment at the end of the day. So I don't know. I mean, that's something. I think that we will look to these cities that are piloting it and see where that falls. Obviously, it's not 100% of public works, we may have a small equipment kind of thing. The enforcement of that or the you know the video, if that's what you're having to do, you know, to determine what actually happened I don't know what goes on. What's involved is you have to view them to verify that they ran the red light, and that would be guessing the PD function. But we'll have to wait through this pilot and see what comes out of it and then work with all of our partners throughout the State, not the city and legislature, to see if they even goes past the pilot. **Julie** - How does the police force view bicycle groups, big bicycle groups here in Fresno. **Police** - How was our agency as a whole we worked with? I don't know. I was at the pedal summit just recently speaking, representing our department. We have our bike unit that has a different program that works with youth and handing out bikes, running them through different training and requirements that they have to complete over months of the commitment. All those types of things are part of the commitment that we have to cyclists. Working with ATAC and BPAC before reinforces that commitment. **Julie** - Thank you. I'm thinking more. Towards the night rides with bike groups that just meet up a lot of social rides in different cities. Are you familiar with those groups that I'm trying to include? Actual bike groups that meet up at night, and they go bike around the city of Fresno, or wherever in the country. I'm just wondering what Fresno feels about these fight groups with life like bike party or other types of huge mass bike groups. **Police** - Is it something that if you wanna put something together and send it to me and I can send it up? Then that's something we can look into. No, they're already started. They do it right. So give me the information, and then I can. I can send it up, and and, you know, give you whatever recommendations that you're looking for. **Julie** - I was just wondering what your guys view. How do you guys feel about those groups of people that ride bikes at night? And I'm sure we've all seen these people that go across our. You're like what's going on. I heard a party. I hear music right like it goes into all of our neighborhoods. I'm sure it touches everybody, and you're like, what is that? You look outside and you see a mass of bicycle riders. **POLICE** Not sure I understand your question therefore able to answer your question. **Laura** - Do you see a bike group of more than 20 people that meet at night? Do you see it as a threat or a positive thing, or are you neutral? Do you have any opinion on this? **Police** - Whether night or day? I've seen groups ride all the time. I'm all for it. **Julie** - Do you have any suggestions for us as members of the committee that can tell the community or help us? **Make these traffic collisions go down.** Is there anything like you can give us some suggestions later, and then that's putting it on the spot. **Police** - The lights on bikes starting out on the road suddenly. Just the basics alone, I think, would prevent a lot. Having brakes on your bicycle, we run into a lot of these collisions. These bicycles have nothing on them.

Safety equipment. At night you talked about riding at night, the lighting equipment, the vest having some reflection. So you're visible. I mean the truth is, let's face it people are distracted. We have people under the influence. Anything a cyclist can do to try to make themselves more visible, and obey the rules of the road. And I think it's going to help lower those numbers tremendously. **Kathleen** - unable to come on at this time. **Jill** - There's actually a program out there database that I know asked about how Fresno is in relation or compares to other cities. There's a database out there that you can use. Anybody can access. You can get a report, at least for California. You can put it in any county or city and pull it up, and you can zoom in and zoom out. I want to know about bicyclists, DUIs and all that type of stuff. I can share that with you. The link to that is that as much as you want to do different information, probably, then it is easier for you to do it, probably.

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ATAC Work Plan - John Barber - Laura - when was the autovon corridor study done?

Gabriel - In Calwa on 9th through 11th I have put in FresGo the conditions of the road they have been fixed but with every rain they return to how they were. Are there any plans to fix those roads and what is the time frame? **John** - I do not have that answer to that. **Scott** -

It's not a capital project and we'll have to get back to you on that. **Sean** - Shaw, between veterans and Polk? Is there still time to advocate for that being class one? Or is that already designed, you guys even know, is this a joke? There's a road winding project with Class Two's. **Scott** - It's on the work line somewhere next month, or about to send me to myself, I

that's going to be one of our transportation project management teams projects. **Nick** -

Really, if that's possible. At the next meeting we can get an update on the Blackstone Avenue Smart Mobility project. What's going on with that? I think there's been some activity with that thing recently. So I think that Scott confirmed that there's been some consultant contracts. **Scott** - yeah, I don't know the exact what's going on with that. **Nick** - because if

it's in design I like to know what they're thinking about as far as the road diet, the pedestrian accommodations, the bicycle accommodations, how they were designed. The class four is exactly what the design is going to be. The class four, whether it's going to be on the roadway or on the sidewalk adjacent to the sidewalk. I know we had these discussions

years ago at a conceptual level, but now they're getting down to. I guess they're doing panel design. **Scott** - I'll tell you what, if they can't, if we can't get transportation to come, I will figure out what we're doing. **Nick** - since you're getting down, moving towards final design. I know we're all interested in what's gonna happen out there Blackstone. They're getting

into final design. I wanna get an idea what they're doing. So the request is, please, somebody come and talk to us at the next meeting. **Gabriel** - on Avenida Cesar Chavez what is going on there from Sixth to Orange? **John** - I can take a look and get back to you on it.

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ADJOURNMENT

Motion to second the adjournment by: on motion to adjourn by Gabriel Lozano and second by Sean Zweifler . Time Meeting was adjourned: 7:30 PM

