

ATAC Meeting, March, 27th, 2024

CALL TO ORDER: The meeting was called to order by Laura Gromis at 6:20 PM

Roll Call:

District 1 Sean Zweifler

District 2 Vacant

District 3 Julie Congi

District 4 Absent

District 5 Gabriel Lozano

District 6 absent

District 7 Vacant

Mayoral Paul Marquez

Mayoral Vacant

Quorum Met

STAFF

Scott Tyler, Andreina Aguilar

APPROVAL OF AGENDA

On motion to approve the agenda as is by , 2nd , the agenda was approved with the correction that the 2025 Event Task Force should be replaced with the 2024-25 Budget Task Force

APPROVAL OF MINUTES

On motion approve the minutes Sean Zweifler by , 2nd Julie Congi. Minutes were approved

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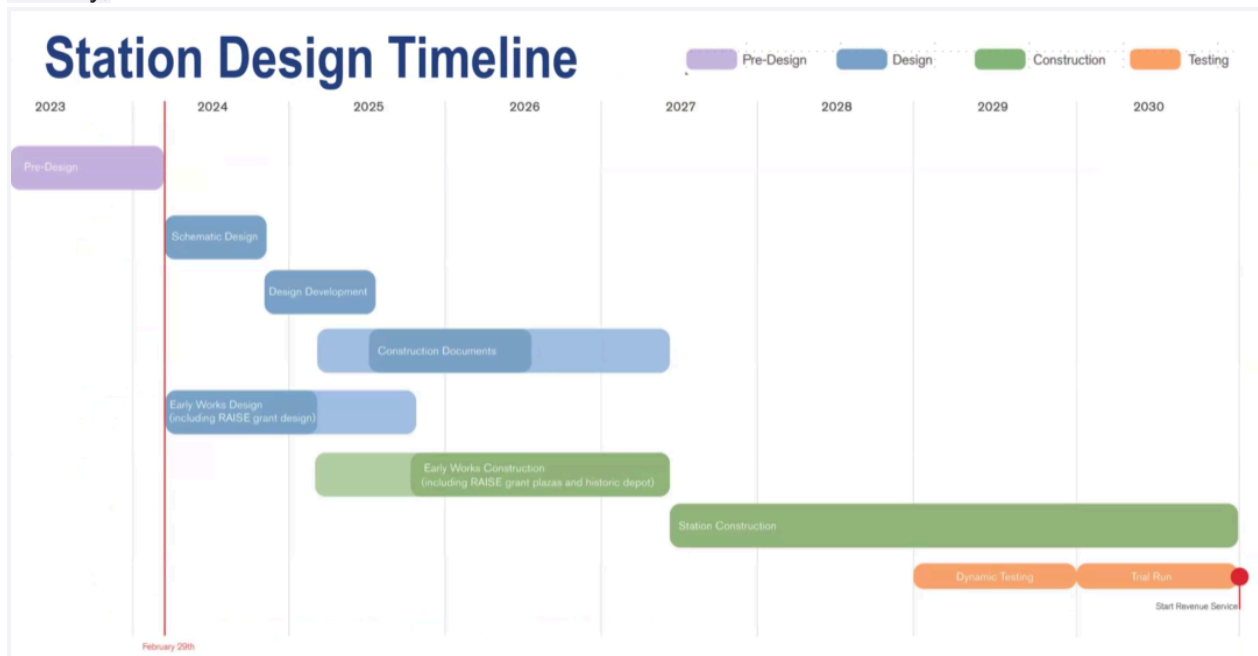
UNSCHEDULED COMMUNICATION/PUBLIC COMMENT: “Members of the public have 3 minutes each to speak on what they want to comment on that is not on the agenda.”

None

PRESENTATIONS -

California High Speed Rail Authority Update Ben Lichty - Hi, everyone. My name is Ben Lichty. I'm a principal transportation planner for the California High Speed rail authority. Thank you for allowing me the time to present a quick update on the status and progress of the high speed rail authority. Progress project, as it relates to the city of Fresno. So late last year the Federal Government awarded the high speed rail authority over 3 billion dollars. Mainly in part through the Federal State partnership. Grant as well as a number of other grants, including the Raise Grant that's associated with the historic train depot in Fresno that's located on Tulare Street and H Street. So the high speed rail station in Fresno received grant funding as part of the 3 billion dollar State Federal partnership with the FRA as well as a 20 million dollar raise grant to improve the historic train depot that's located in downtown Fresno. Additionally, the high speed rail authority awarded a design services contract for the 4 Central Valley stations, including the Fresno station. The contract was awarded, and notice to proceed was issued in 2023. Draft station concepts were presented to our board on February 29th. I believe on May 1st we have scheduled and reserved a space in downtown Fresno, for a public meeting related to the design services contract and to provide a design update and public meeting in Fresno. So May 1st is the date for that, and we'll have more information very soon. Some other milestones, In September 2023 we hosted a large group of people at the Fresno APA California Conference. We toured some of the infrastructure projects as well as set up a visitor center at our Fresno office. You can see on this page some of the images from that visitor center at the high speed rail office in Fresno. In January 2024 we had a community based organization workshop in person, in Fresno at that same location, the high speed rail office at the intersection of Mariposa and H street. Another highlight from recent board meetings. The high speed rail authority has published a short list of suppliers for the train sets that includes Alston Transportation and Siemens Mobility. We hope to award that contract for rolling stock later this year. Additionally, construction package 4 Eve substantial completion in late 2023 which includes the the Southern, most 22 mile stretch of high speed rail construction just north of of Kern

County,



The design timeline includes that pre-design work that was completed early this year, and presented to our Board of Directors on February 29th. The next step for our design team is to advance schematic design which has been identified as a 30% design that will be completed in late 2024. and advance into design, development and construction documents. Additionally in 2024 we hope to advance early works, design and early works construction which includes utility relocations and utility hookups for the station site and for the historic train depot. As we advance the raise grant, and the elements related to that we hope to go to construction on renovations of the historic depot in mid to late 2025. The actual station construction is expected to go to construction in 2027 with train testing and commissioning of the station facilities in late 2030 to begin revenue service for high speed rail in that 2030 to 2033 horizon.

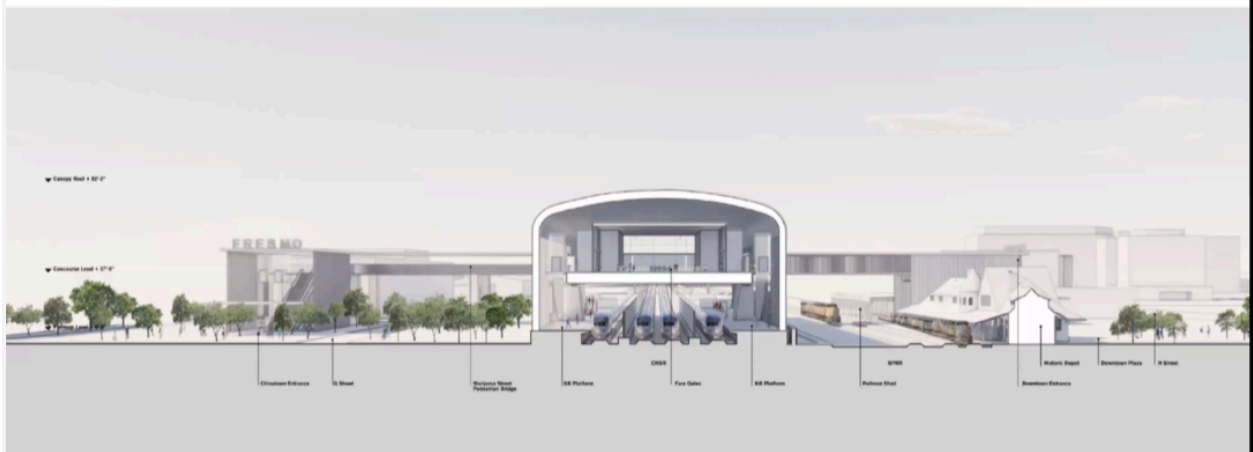
Station Site Plan



This is the station site plan; the area outlined on the screen is part of the environmental footprint that went through environmental analysis and includes station facilities. You can see a large white box sort of in the middle of this screen that says the Fresno station. That area is intended to be covered and exist above the tracks as well as provide access to the platforms alongside the high speed rail tracks. Through Downtown Fresno there are 4 tracks of high speed rail. We are alongside the existing Union Pacific freight track. So you can see that corridor on the screen that passes through Fresno. There's a pedestrian bridge that connects downtown to Chinatown. Additionally, I'll talk a little bit about the Tulare Street undercrossing as well as Fresno Street. Those 3 locations will have grade separations across that rail corridor to allow not only cars and and bikes to cross under the rail corridor at Fresno Street and Tulare Street, but also to provide pedestrian access across Mariposa, utilizing that pedestrian bridge. There's a number of other facilities highlighted on this page that are conceptual only in the coming months and years. We hope to advance those concept designs into a schematic design and a final design that will go to construction in

2027.

Day 1 Cross Section



So this is the day one cross section. If you imagine, turning that plan view that we just looked at on the side and looking into the facilities, you see the the 4 high speed rail tracks and the freight tracks, as well as the the historic depot on the downtown side, and that pedestrian bridge that that cuts across from downtown to Chinatown, connecting the rail corridor, or connecting the the street network with the rail corridor with that pedestrian bridge and providing connectivity to both northbound and southbound tracks for the high speed rail system and providing that pedestrian crossing over the tracks through the station.

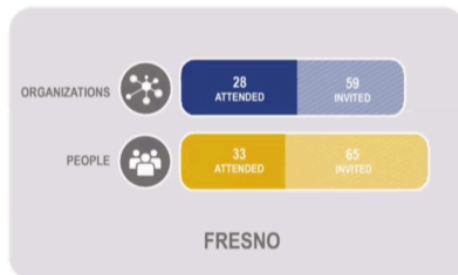


So this is a computer generated rendering of that cross section of the station concept. This is not intended to be a final design, but rather that early concept that was a result of the pre-design work our consultant team has advanced to this stage. This information was provided to our Board of Directors on February 29th, and this, as well as other images, will be part of the public meeting that we will have in Fresno on May 1st. If you are standing on the corner of Mariposa and H Street. This is the view that you would see looking towards the high speed rail station and the existing train depot that you can see on the left in the background. So this is sort of that gateway from the high speed rail station to downtown Fresno at that location.

Community Based Organization (CBO) Workshops

Workshop Goals:

Building community partnerships with a focus on mobility, activation and placemaking in and around the future stations. Explore partnership opportunities for projects and grants.

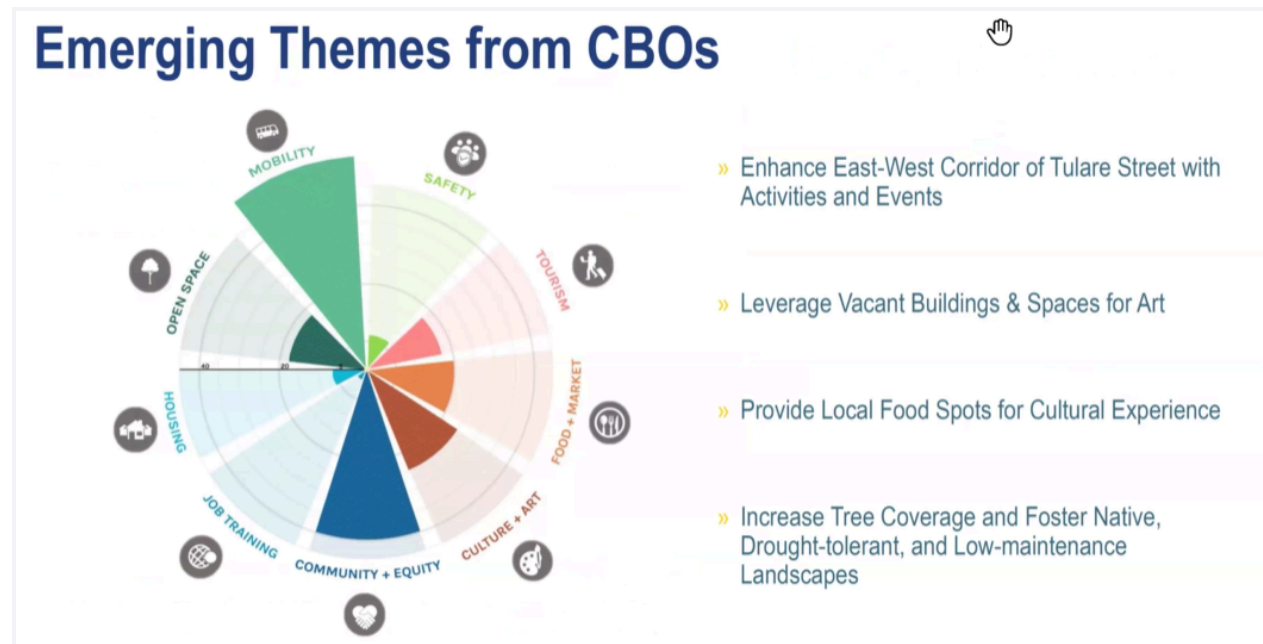


Next Steps: "Thank You" messaging & HSR Updates sent out, Identifying Emerging Themes, Potential Projects, Grants Opportunities & further outreach follow up. Public Workshops to be held late April / early May



This slide is illustrating some of the work that we've done recently with community based organizations. We had that workshop in January of 2024. We had 59 organizations invited based on recommendations we got from the community and from our public outreach that we've done previously as well as city staff recommendations. We're constantly updating this list of organizations. So if there is anyone interested in attending or participating or getting in our next steps of outreach. Please let me know and I know we have a representative from Fulton Team, Sheila Salehi Hakimipour who's in person or today? You

can also share any information with her that is relevant.



Some of the emerging themes from that outreach effort with our community-based organizations had a strong focus on mobility and community and equity as well as other elements that were highlighted from our outreach. We've heard a lot of public interest in enhancing the East West Corridor of Teleri Street with activities and events. That's been advanced by the downtown Fresno Partnership led by Elliot Bulch, as well as other attendees have helped advance that initiative to have Tulare Street be a highlight of activity in the downtown and Chinatown area. They partner with local CBOS to leverage vacant buildings and spaces for art. We've heard that there's a strong interest in providing local food spots for cultural experiences. We heard about increasing tree coverage and

fostering native drought, tolerant and low maintenance landscapes.

Emerging Themes from CBOs



» Enhance East-West Corridor of Tulare Street with Activities and Events

» Leverage Vacant Buildings & Spaces for Art

» Provide Local Food Spots for Cultural Experience

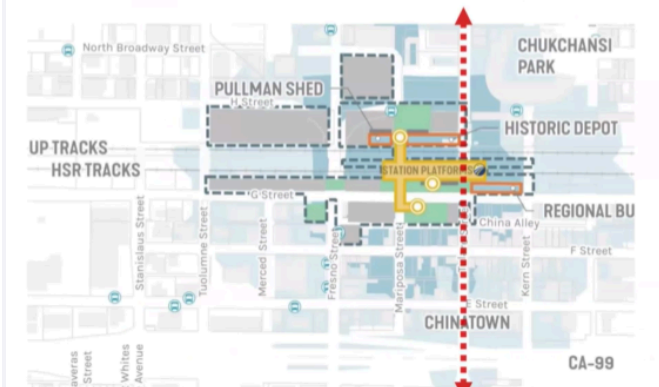
» Increase Tree Coverage and Foster Native, Drought-tolerant, and Low-maintenance Landscapes

This is a quick summary of some of the things that we've heard from that public outreach and from the CBO meetings that we've done most recently. We also are looking for new opportunities. for others to join this and to be aware of updates that the high speed rail authority has, both on our website and specifically attending our public meeting. In May we hope to advance some of those emerging themes that could end up in partnerships with local CBOS and others. We look for potential projects to implement. We also hope to

partner on grant opportunities and further outreach follow up.

Tulare Open Grade Separation

- **Current:** Underpass on Tulare Street in downtown Fresno, between G and H Streets next to Chukchansi Park.
- **Short Term:** Enhance east-west corridor of Tulare Street as a walkable and bikeable complete street with activities and events.
- **Long Term:** Establish a multimodal connector to community destinations.



So just to highlight a little bit more of the Tulare Street opening. We hope to have an event in downtown Fresno in Chinatown later this year, as construction advances on the Tulare Street undercrossing, we hope to have a grand opening event as well as look for Opportunities for an ongoing program that will likely be led by the downtown partnership and other participants. So the image on the screen shows the station platforms and facilities, as well as that red line going north and south that illustrates where the Tulare Street undercrossing is currently under construction, and where that open streets concept activity could potentially happen in the future. So construction is planned to be completed later this fall and as we have a date for that completion, we hope to schedule sort of that grand opening event. With the open streets. Long term, you know, we hope to establish a multimodal connector to the community, and we see opportunities with the ATAC to advance bike and pedestrian improvements, not only on the high speed rail project site, but as we connect out to the community. We look for opportunities to support and partner with

the city and other stakeholders in active transportation projects.



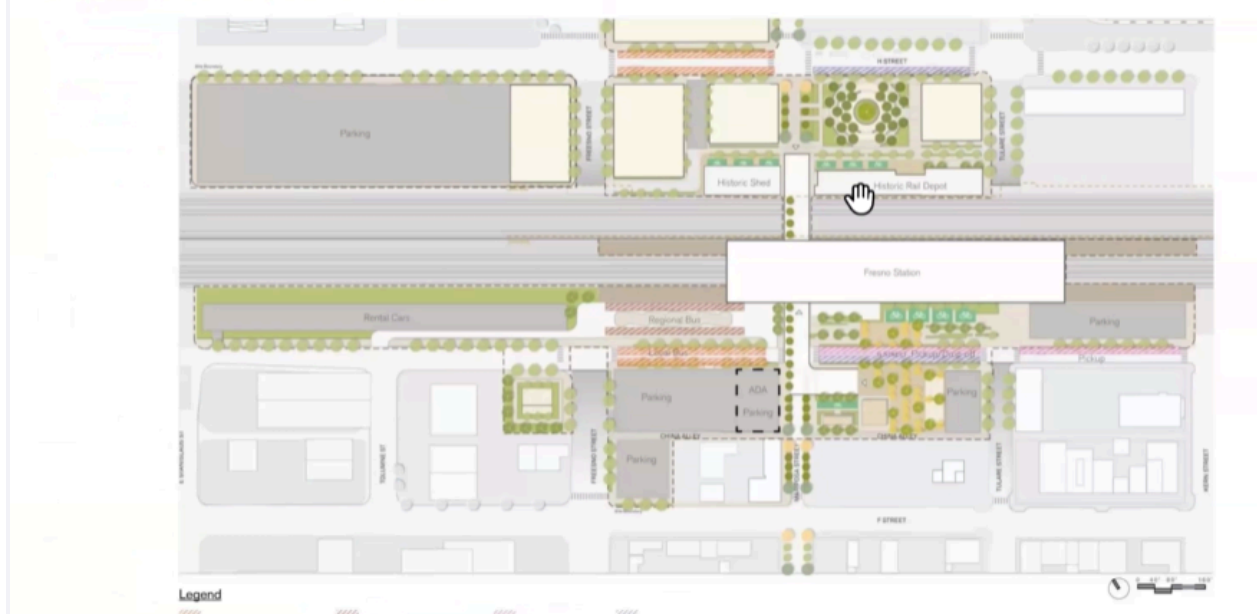
Paul. “Thanks for the presentation. Interested in the renderings they have of pedestrians, bicyclists, on the just on the renders on pictures. You mentioned the open street cops. That's definitely, you know, is conducive to active transportation. So in the designs like the stations, I think I haven't taken a really close look at it. Has that been taken into, you know, into consideration? **Ben,** “Absolutely bike and pedestrian access is something that you know, we're very focused on providing the safest and most accommodating bike and pedestrian infrastructure that we can. Obviously, we don't have a footprint that extends throughout the city. So you know, at the edge of our project limits,, we plan to build wide sidewalks and robust bike lanes but at some point they're gonna tie into the existing infrastructure. So there's a strong opportunity to to partner on ATP projects and see where I know the city has planned for a protected bike way on on Tulare street for many years, and and I think understanding the timeline and and opportunity to deliver a protected bike lane on Tulare Street throughout the city would be a a great conversation piece for next steps with the ATAC, and opportunities to coordinate with the high speed rail as we deliver. With our infrastructure project, we still are just in the beginning schematic design for the station. As I mentioned earlier the Tulare Street undercrossing is in construction and will be complete later this year. So understanding how that undercrossing and other high speed rail elements fit into the existing city. Infrastructure is of interest, and we certainly welcome any feedback or comments and thoughts on, you know, as we look to place bike parking and opportunities to implement bike share and scooter share and other city policies that

this group may influence and enforce. I think a lot of California cities have begun to develop and implement policies and procedures for the city streets, and how bike share and scooter share might function in the city of Fresno, and how that relates to high speed rail. We're setting aside space on our on our site to accommodate bike parking, not only for you know, personal bikes, but also for future bike share and scooter share projects that could be implemented by others, not by high speed rail, but we certainly wanna accommodate that on our project site, and have really convenient parking and locations for not only the parking, but charging infrastructure to allow for, you know, E Bikes and E Scooters to to park, and also to charge while while they're parked at the station. Really, help solve that first and last mile connection as people come in and out of the city of Fresno on high speed rail. We want them to have an opportunity to have a safe biking and scooter experience and understand how that fits into the future of Fresno. **Paul**, "Appreciate that, Ben and it seems like, you know, the cities where there have been real touches really have been a real partnership in these ventures to ensure that, pedestrians and bicyclists.

have those safe facilities, As far as the funding you know, that's gonna come through high speed rail or just in coordination with your partner cities that are involved. So I look forward to the project and the Active Transportation Advisory Committee (ATAC) good input into it. Ben, "As far as the funding goes, high speed rail is planning to fund the train project. Obviously at the station some of these elements that you saw on slide number 7, with the rendering, you know, new crosswalks and sidewalks and bike lanes are, you know, part of our project, and we plan to fund and implement those at the station. But, as I mentioned at some point, you know, we tie into the existing street network and we tie into the existing bike lanes or or lack thereof. So if there is an opportunity to prioritize some of these streets to have a really great bike experience onto Tulare Street or somewhere else, that the ATAC may consider. I think that's a strong opportunity for us to partner and look for opportunities to go after grant funding to extend those bike lanes and sidewalks beyond the station limits. **Julie**, " I just was looking at your map, Julie, on ATAC. Thanks, Ben, for your presentation. I was looking on H street. Is that H and Tulare? Is that your only park? Would you call that little circle promenade thing? Is that an actual park for people to hang out at and just go if

you're not using the train station just to walk around. I think it's slide number 5."

Station Site Plan



Ben, "Yeah. So slide number 5 is a concept drawing only. So none of this is ready for construction. But as part of our Raise Grant. We are planning to deliver a plaza space on H street, near Mariposa. That circle that you see this is a concept drawing only, but in the next several months we will advance that concept to a schematic design and to construction drawing. So in the next year we hope to deliver construction drawings on that site. So as we have public meetings, as we, you know, meet with stakeholders like the ATAC, we welcome feedback and any thoughts or input you have to help influence and shape those plaza spaces both in Chinatown and downtown. We are planning for plaza spaces at the platforms, and just outside of the station building itself. So if you have any feedback or comments on, you know the design or what's included in those plaza spaces, especially the early activation projects. The Raised grants provides 20 million dollars for us to rehabilitate the historic train depot, and as part of that we hope to build a really nice plaza space out in front of the historic depot, along each street. **Julie**, "I would love to see a dog park there, like a nice little enclosed dog park for people that live downtown and be able to walk their dogs when they're getting off the train, or even like a water kids to run in are my thoughts since you're asking for ideas, I'm just thinking how nice that would be. **Sean**, "I wanna circle back to the issue of bike parking. You know, this is not the greatest neighborhood in the world. That this station is going in, and I know for me personally I wouldn't want to leave my bike parked outside. Go to the train somewhere, and just leave it

out, for 8 to 10 hours, whatever. I'm curious if you've looked into indoor parking, and I would particularly point you towards the model of the Caltrans Depot in San Francisco which has an indoor bike parking station that's also like a working repair shop. And they use the proceeds from that repair shop to help fund everything. I think if you do want people to be riding to the high speed rail station like you, absolutely 100% are gonna need indoor secure bike parking? So I'm curious. If you're aware of that bike station, bike parking in the Caltrans Depot in San Francisco. Is indoor parking something that you've looked into?

Ben, “ Absolutely. We are familiar with the CalTrain facility that you're referring to. We have set aside space for indoor bike parking as part of the CBO research. This kind of stakeholder meeting we're definitely looking for partners to help us deliver that kind of concept to operate and deliver that. High Speed rail operations are still more than 5 years out. So we don't have the details of where, on the site. We have set aside space for bike parking for both buildings. You know the bike shed concept and outdoor bike parking as well, so as we develop our design, we welcome feedback and comments in that process, and we will certainly consider that indoor space as part of the design development. **Sean,** “Yeah, I mean, I really do think that's absolutely necessary to actually getting people to ride their bike to the train. I wanted to touch a little bit on the Tulare under crossing. Obviously, that's still in construction. But from what I've seen of it, are there even? Are there bike lanes part of that? I mean, it seems like there's not really space for that. **Ben,** “There are bike lanes in the design, and there are wide sidewalks built into the design as well. If you'd like the construction drawings which are permitted and approved by the city of Fresno. So you guys would definitely have access to the plans. I can help provide those plans, or, if you'd like, some kind of presentation on the design of Tulare Street that was approved by the city of Fresno. I can help connect those details with you guys. **Sean,** “Okay, so, but the plan is Class 2, basically for the undercrossing? **Ben,** “I'll have to send you the design to confirm the classification of the bike lanes. I know you know, going underground like that. I don't know if it is most conducive for bike riding. I know I wouldn't want to send my grandma or anything down there on some of those under crossings. **Sean,** “Yeah, that's exactly why I'm bringing it up. There's a number of under crossings in town, including, at Fresno Street right there, and I never ride on those. I find them very uncomfortable. And I don't think you know, a simple class 2 is gonna be enough to provide a level of comfort for most people to ride these. I would have really loved to have seen the design having an actual multi path use, or at the very least, you know, some some class 4 preferably, you know, with an actual curve, or ballards, at the very least., I know we're well into construction at this point. So it is, what it is. Do you know if Mono Street I'm assuming is going to be affected by all of this?

I'm bringing this up because you know for me that's kind of the one place that I feel comfortable entering Chinatown from downtown at this point. You know I used to. I used to take Tulare and obviously, that's not an option anymore. So I'm curious, what are the plans for Mono Street? **Ben**, When high speed rail is operational, Mono Street will be closed permanently. **Sean**. Okay? Yeah. So I mean, you know, the situation we're looking at now is we blocked off a number of the actual, comfortable, reasonable routes for people to access Chinatown from downtown. Basically the only other option at this point is, you know, going over these huge overpasses, which is a lot to ask of a lot of people. Or, you know, coming in basically from north of downtown, Ventura is not a great option. Is Ventura. Gonna get shut down as part of high speed rail once it's operational? **Ben**, "Ventura is the same design as Tulare Street. They're both under crossings and both have bike lanes. They both have wide sidewalks. I can share the details of the. I don't have the plans ready to share today, but I know they're readily available, and we can go through those plans if you'd like. Ventura Street will not be closed. **Sean, Okay**, I don't know how far you are into design, but I mean, as I've as I've expressed. You know, we've lost most of our safe, comfortable access points. If we're losing Mono, I would really, strongly encourage a design that incorporates an actual like, completely separated from traffic, either class one or class 4 bicycle facility on Ventura. Ventura is not an ideal you know, pretty far south and it's not really a way that people are accessing it for the most part. That's definitely something I would strongly encourage high-speed rail to look into. If that's still an option at this point? **Sean**, " Well, I guess that's my list of concerns, at least, for now, with this part. I guess one other question is, you know the pedestrian crossing facility is that it's expected that that bicyclist will have to walk across that I'm assuming? **Ben**, " it is assumed that if you take your bike across the pedestrian bridge that would be a walking type of scenario. I don't know what the enforcement and the policy is gonna be as far as enforcement, or people who are taking their bikes on the pedestrian bridge. I would anticipate, It's, similar to other public spaces that you share with pedestrians. It would probably not be safe to have folks cycling across the pedestrian bridge. **Gabe**, "My other question is, Are you developing this? Did the outreach include the grizzlies included, or or the downtown business association? **Ben**, Yes, So when you say included, I mean the High Speed Rail project I've been working on for 10 years, and I anticipate it'll be, you know, many more years before it's complete. So we've had working groups. There's been environmental processes over the last 10 to 20 years for the program. So there have been multiple layers of communication and engagement. You know these steps in the process. We're beginning the station design for the Fresno station as well as other Central Valley stations. So you

know, we're sharing an update today on the station site design to you. Development and where we're at but here are certainly many elements of the high speed rail project and program that have been discussed and communicated for more than a decade. So as far as the Grizzlies and the downtown partnership we have been in regular communication with those groups, and we will continue to do so. If you would like any kind of message to be communicated, I'm happy to capture that. **PUBLIC COMMENT: Nick Paladino,** "Before I talked about the bike lanes on the under crossings on Ventura. I'm just curious about to what extent, if any, have addressed designing to Tulare Street to the east of the undercrossing to the west of the undercrossing? Your diagram showed where by dup duck, if you're having an event, an open street event when you actually want to close the street. Those are one time only events most of the time. Of course the streets don't go into traffic, and you want to meet the streets right down. Make Tulare Street, East and West at each end and across bicycle friendly. Which right now Tulare Street, east of the undercrossing, is not bicycle friendly. I would bicycle it on it myself but I'm a vehicular cyclist where Sean is not a vehicular cyclist. He would go out of his way to avoid those, whereas I would not. That's the difference in comfort that will. So my question is have they designed and done it? This may be a question more for the city of Fresno and for you to make Tulare Street, through downtown Fresno more bicycle friendly for people like Sean? To make it more comfortable for them because you were talking about multimodal. So it may be more of a question for the city staff than for you. **Ben.** "The one comment I could make is, I know the city has identified Tulare Street in the active transportation plan as a future or potential protected bike way throughout the downtown. I know that project has been unfunded for many years. It has been on the books as a priority for the city of Fresno, and we hope, I hope personally, that it does get included in a future grant application. I think creating a protected bike lane on Tulare Street throughout the downtown would be very beneficial to the community and to high speed rail riders. **Scott,** Is there something more specific? You're looking for that, Nick? Nick, **Well,** the Active Transportation Plan, is very visionary, as he said, it's been in the plan for many years. The question is, When is it going to rise to the top of the list? Now, that may be a question way above your pay grade. **Ben,** Well, I think that this group, the ATAC, has a strong role in making recommendations to city staff and to the city Council, and can certainly have a role in encouraging grant applications and funding opportunities for that infrastructure. So I think this is an appropriate meeting too. To have that discussion and high speed rail is certainly interested in supporting that kind of investment and that kind of grant opportunity. If there's any you know a role we can play in providing support and prioritization, we're open to that. **Scott,** I would say, too, that

probably more be something that could rise in priority with the ATP update and that's just kicking off. **Nick**, I would concur that when they're in the process of the ATP update, those who are interested in heavy cycle tracks in Tulare Street should work to ensure that cycle tracks are included in the ATP update. Yes, that's step number one, but the ATP update will probably continue to be a very aspirational plan. The thing is, at what point in time would you want to raise this particular project up to the point where you actually want to put in a grant particularly important as a transportation program grant. Now I was, I would tend to say, probably not. I would tend to say my open meeting. Not until the station, not until the station's closest to being operational. **Scott**, yeah, that it helps as far as grants are tied to something. So if you don't have a destination or something like that, okay, we might have a high speed rail next year, but then it doesn't happen. It kind of has to be more, you said, related to a project. So once the high speed rails go up, If our people are when it's coming up soon, and I could see that rising higher on priority list. **Nick**, looking at Tulare Street, or actually having to bicycle on Tulare Street the way it is right now. I have done so when I was going bicycling down the COG meeting. So I bicycled down Tulare Street in order to put cycle tracks on Tulare Street through downtown. You would have to do a lane reduction. You're gonna have to eliminate it. Make that 2 lane east direction to one lane, east direction, and that it's not gonna be an easy political sell. **Scott**, you are right. **Matthew**, I'll just add real quick. As a question. If you considered having bicycle stairways at least for the same stairs. The public will be going up and down the pedestrian bridge. Also, if you had considered having a talk with city staff, would, having a pedestrian scramble at Mariposa and E Street right there. I noticed at least some concepts, although that is early. There's a lot of people walking and crossing, and to me that looks about just as many people as you would have at our Art Hops on Thursday nights. The majority of the crossings on Fulton Street have had scrambles running across Fresno Street and Tulare. I would suggest considering having a similar pedestrian scramble right there at Mariposa and H Street. **Sean**, Well, thank you so much, Ben, for this presentation and all your hard work with high speed rail. I know I am usually looking forward to the day that I can ride a high speed rail train, whatever that may be. Thank you very much and I guess we'll maybe look into following back on you know, just very circling back on the design of those underpasses. If you could send along that information to city staff, that would greatly appreciate all I'm guessing. They probably already have that. So yeah, I guess maybe we'll look into following up. And thank you very much. **Ben**, Thank you for the time. I appreciate this group and all the work that you do to advance active transportation.

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TASK FORCE REPORTS

Bike Month Task Force, Paul, So we met a couple of times with regards to a couple of items. The date, the route and the activities the day of the event. The ride with the mayor will be on May 15th at 3PM. There is another event that's happening that evening and Tony came up with the route. Julie, trying to figure out having Ebikes for people so they can just hop on and be able to keep up within the groups bikes help. I came up with a route. It's a little bit shorter, think. We talked about our communities extending into the cycle tracks. I don't know, I think we put up to the Mayor's Office how they feel. I think keeping it shorter is better. I love the cycle tracks. I've read the cycle tracks. However, I think it's just for non-riders. I want them to come back once and more like oh, that was enough. I felt challenged enough, but the next day I won't be like oh, I'm so sorry I don't wanna ride a bike again, you know. So I'm hoping to encourage new riders that haven't. But it's up to the group. It's just my opinion that we should go on as ATAC. **Sean,** I don't think we have in the past yet. And then, I guess you know, once things are a little more firmed up in April. We can circle back to that.

Budget Task Force, Just to kinda reiterate the purpose of that. There is some money that is theoretically available to ATAC to use on safety education, basically the purpose of it. This. This money from our conversations with city staff is not like it's a pot of money that we gotta use or lose like it's. It sounds like it's something that the city can use in other ways. I just don't necessarily want us to, yeah spend it on that. I know Laura Gomus is very interested in the idea of using some of this money for

2024 - 2025 Event Task Force

MEMBER REPORTS AND COMMENTS

Member Onboarding / Welcome Packet. - S. Zweifler -

District 1 - Trying to set it up at some point here, and it's been a lot of back and forth, but hoping to do a bike ride. Either starting in Tower District or at Shaw VanNess, depending on how far you desire to ride, checking out the Vaness Trail, the Herndon Trail, and then I called the Santa Fe Trail. I don't know what it is. It goes from Herndon and Melbourne to River Autumn Park. Basically kinda intermittently. So check out some Class One trails that provide a pretty continuous path to the river at least from Shaw and VanNess. We're hoping to get Councilman Karbassi to come along on that ride. So that's taking some negotiation. So we'll see if and when that actually happens the other kind of main thing that I've been trying to work on and I need to put some more work on. I'm really trying to establish some sort of a bicycle clinic similar to the bike clinic that Julie runs, that is, really focused on our unhoused community members. I've had some discussions with advocates, and it's a real issue. The state of repair of our unhoused community, November's bicycles. We have a lot of bikes without really functioning brakes with tubes that are popping on them all the time, chains falling off, and it leads to a lot of injuries. It may or may not have led to some fatalities in the past. That's certainly a huge concern on my end. So something that I'm trying to figure out how to make this happen. It's obviously a bit of an undertaking, and I haven't put as much work into it as I would like but hopefully this year we can get that going.

District 2 - Vacant

District 3 - So this month we were in Reedley. It's not Fresno, but we did a little blossom ride out there. It's awesome. We donated 21 bikes this month for the bike station at CBC. Next month we're gonna be doing Earth day at Fresno City College, or are you donating kids bikes. We're gonna be doing a bicycle ballet and our bicycle repair clinic. Then we do get the unhoused that come out one day. Still, this is my dream. My goal is to have a brick and mortar like every other city here in America, where there's a place for people to go by, used bicycle parts and used bikes for cheap. That's my main goal for the Bike Station. I'm hoping we can have that one day where people can come, and just like a thrift store repurposed parts instead of it, like in a landfill, or even just donating kids bikes to kids and they have them everywhere. I've worked in them. I worked with them in Sacramento, in Chicago, working bikes Rhubarb in New Orleans and Toronto Bike Pirates. So I have a bit of experience, and I know what it would take to run a nonprofit bicycle kitchen. But that's what we're working for right now, for The Bike Station here in Fresno. Thank you for leading those rides, too. We really need some step up, but it's been a great ride, so we're looking forward to it. So anybody's listening out there. Sign up for the Fresno County Bicycle Coalition and come out on the ride.

District 4 - Absent

District 5 - Some of the obstacles District 5 has is its an older part of town and the existing conditions are not friendly to pedestrians and bicyclists. I was surprised by last

month's presentation from Fresno State that ridership in SEFresno has increased for Kings Canyon Corridors if the Blackstone does not have committed lights that have the vehicles turning right or left without oncoming traffic. Continuing education for schools, their motorists turn right around school zones to look for pedestrians and bicyclists before they make any type of turn.

District 6 - Absent

District 7 - Vacant

Mayoral - So as I continue to bike around the community. You know I'm one of those who is looking at traffic both ways, and it's not an easy thing for people who as Nick had actually mentioned a certain type of cyclist. I think as the weather gets nicer, especially, you'll see more people out bicycling that are more recreational and it's a great time for education at that arena. But again, the other thing comes with pedestrians that come almost year round because you have school age kids, who walk quite a bit and enter a school. So it's an important piece of education. But the other thing I was thinking about is Chinese legends ride and folks who've gone on have seen certain things. There's certain things that are infrastructure wise that you know should be pointed out. Maybe we should have a list of what those deficiencies are to kind of determine or talk to the experts as to what you know, what would make things safer, better for the cyclists, for the pedestrians, and clearer for the vehicles, for the drivers out there. Just kind of an experience as I'm getting back out there on the cycle.

Mayoral - Empty

STAFF REPORTS

Traffic Collision Report - Okay. Collision data from January first of this year to then February. Total collisions, 616 pedestrians, 44 by 6, 20 of but at the same time. Last year there were 500 nicest collisions, 50 pedestrians, and 9 bicyclists, so less collisions overall more pedestrians last year, but more more bicyclists this year. Fatalities the first of January this year, to the end of February 6 pedestrians and 2 bicyclists. Last year there were 8 pedestrians and one bicycle at the same time. Then we have moving violations on safe speeding for prevailing conditions. 3,246. Failure to obey traffic control devices. 260 failed to stop at a stop sign 284 and red light vehicles failed to stop at lemon line or crosswalk. 279. Gabriel, I have a question so that's data controlled by the President police Department. Last month's presentation by Fresno State the work was done by the students. It would be a great idea to bring that class and the Police together to come up with the data and present it. **Sean**, Yeah. I really like the new top moving violation citation. Section. I would love a little more context on that. If PD is willing to give that just in terms of

what seems the same thing we do with the injury numbers in terms of like at the same time last year. I would love more data on that. I'm definitely curious about what that looks like throughout the years. Like as far as comparing the years.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=09bcf9ad-fc15-4757-b959-ca480e225d20.pdf>

ATP and Vision Zero updates - We're still waiting on an agreement. So that's going through the process to award a consultant agreement with Tool. Next month the schedule right now is to try to award that April 18. There's been some discussions of having a large steering committee of stakeholders more than what we've had in the past to try to help with this. So then I take help. What's from the city manager, the mayor, and stuff to try to get more community involved with that. My understanding is that they're interested in doing, too. They're talking about like 30 or 40 people. So they are looking at a big vision for a large group on the steering committee. The ATP that is in the data collection is kind of kicking off. So they're pulling a lot of the information that they need to to get started on that kind of traffic data. And any of the GIS data that they have to compile. So make sure all the records are complete. TJ Cam has a pretty nice tool board that I've seen so that's my understanding is you're gonna be working on developing a nice tool for us for that, too, as well. But again, it's very preliminary right now, and for the next couple of months, or it'll hear more. What's going on with that? So that's all I have for Vision Zero and ATP. **Sean**, Do they have a date on kickoff for ATP. **Nick**, Now what do you do with kickoff because they are already working on it. **Gabriel** A timeline. **Nick**, The timeline is in the contract. I think what you're talking about is when public outreach is gonna start? Steering committee, when are you gonna form it? **Scott**, That was something that John was working on but John Barbary who is no longer with the City of Fresno? **Nick**, Who is the project manager? **Scott**, Andreina is the project manager. **Nick**, Basically I agree with Sean's question when do you want to start public outreach. That's number one, because technically, the contracts are already signed and works in progress, so that technically, the progress is always ongoing. It's in progress. But nobody outside this room or outside city staff is the worst is going on, that's true. So you didn't get the public involved. Number 2, I would say you need to form the steering committee before you start public outreach. I would think we want to have the steering committee involved in formulating the public outreach. That was my initial reaction. **Scott**, That was the game plan the direction that John was given. **Gabe**, So the last update was 2016? So I read that you have to get the public outreach if you don't do anything with it every 3 to 5 years. Did Covid change that? The other thing is other than public outreach, what's going to be different about this plan to next grant the contracts, or what's going to be updated because public outreach is going to change right? Because it's a different set of groups. Cultiva La Salud and some of the other groups were part of it at that time. So what are we looking at? As far as not just public outreach? But are we looking at

structure, changing policies, or or what the plan? **Nick**, I mean that that comes to light through the public comment process. Then it will be open. **Gabe**, Okay, thank you. **Sean**, And also is a steering committee, is that that's different from the Citizens Advisory Group, which was, I know there was discussion of that happening as well? Will those be 2 separate things or is that? **Scott**, I haven't heard anything other than having 2 separate groups for that, it typically would be 1 one group kind of advising, you know, as other than public outreach meetings. **Sean**, So yeah, I mean, I would just kinda back up what Nick was saying, they've been collecting data for a few months now. The contracts have been signed for a few months. Now this isn't obviously the longest process in the world. I know John left probably through a wrench into things. I mean, it is definitely time to start, Making this a public process and not just oh, hey, they're collecting data kind of thing. So that would be my push at public works for that to get rolling.

ATAC Work Plan - Sean - I believe there was some discussion on specifically getting an update on VanNess and Shields and VanNess and Clinton. **Scott**, So the only one Jill told me about was Blackstone. I only have an update for Blackstone. We have 2 capital projects, one is an overlay that includes bike lane projects. Right now they're working out some design issues with some of the BRT bus stops. I wanna make sure you know the bus stops taking the lane. Then the bicycle says somewhere to go other than back the bus or into traffic. **Gabe**, That also happens on Ventura, Sixth Street bus stop going eastbound. **Scott**, so that those plans are near a hundred percent the other one is north of Mckinley, so they kind of pull some of that back out with the grade separation, meaning that project is similar with the bike lanes and stuff so incorporate the grade separation, Blackstone and Mckinley. Those 2 projects are not the grade separation. The other 2 Blackstone projects for the bike lanes are scheduled to go to bid later at the end of this year. So with a bid opening award late this year, then you're talking spring, summer construction 2024, 2025, Sorry. **Gabe**, I go through that street from Dakota to downtown every day. Sometimes it's bad from Mckinley. Southbound is closed, and when I think I see it doesn't matter if it's closed or not, I don't know how you guys police it and stuff. But I saw a couple of bicyclists riding through that very dangerous area. I see a lot of work from Dakota all the way down and stop right by that new housing. Is that, do you know a lot about what else is going on there? **Scott**, There are a couple of different things going on. One we've had a rule 20 project that's finishing up for undergrounding overhead power lines. The other is, I think, that they're pot holding for grade separation. So that's identify's all the utilities and stuff. **Sean**, Are we getting Class 2? **Scott**, they have buffered bike lanes. **Sean**, Okay, and then so that's north of Mckinley and where else? You said there were 2 projects. **Scott**, The other one is north of Nees, I'm sorry south of Nees. **Sean**, All the way to Riverpark, how does this tie into? And is the city still planning on doing the South Blackstone smart mobility plan, which I believe, is supposed to include Class 4 bikeways. **Scott**, Yes, the one on the north of Mckinley is the smart mobility. That one's looking forward to the list. **Gabe**, How about the sidewalks along the street there? I thought there was a project uniforming the sidewalks in that area. **Scott**, I've seen some of the plans for some of the stuff. I couldn't tell you which

project was, I know, like the great separation will include a lot of that, too. But I believe with the smart mobility that was supposed to include sidewalks as well to where it was missing.

Nick, I tend to agree with Shawn on this regard. I'm surprised that you're putting in buffered bike lanes there north of McKinley, that I thought the smart mobility project ran from Dakota all the way south down to almost to 180. That was my impression, and my initial request several months ago was an update on the smart and building project in total as to where it stood. Now I know it's gonna be implemented in bits and pieces and it doesn't. It does include cycle tracks adjacent to the sidewalk, not on the street level, but on the sidewalk level adjacent to the sidewalk. So it seems to me this project here North of McKinley is contrary to my understanding of his smart mobility on Blackstone. So it needs to be confused.

Scott, Well, no, it's it's yeah. It has class 4 separated bikeways. So they are taking a lane. So it goes from 3 lanes to 2 lanes.

Nick, Is there an upper bike lane or a cycle track?

Scott, There's no cycle track I've seen on the plan.

Nick, It's an upper bike lane

Scott, **Class 4**, Nick, no a buffered bike lane is not a cycle track. You have to have a vertical element, as I'm sorry the city person number uses pylons.

Scott, those are included.

Nick Ok those are included

Scott, Similar designs to a lot of the others that are being installed. There are some locations where you have the bikes adjacent to the curb, and then some places they'll have parking closer to the travel lane.

Nick, I'm just totally confused.

Sean, so I mean with the Audi overlay project. there's Class 2 put in. In theory the Blackstone smart mobility plan says that it needs to be Class 4 is my understanding of that plan. It's been a minute since I've read it.

Scott, Yeah, it mentions the class.

Sean, Is that something that in theory the city is going to go back and change.

Scott, as far as taking it away, or

Sean, Well, to convert it to a class for class four. It's currently a class 2, I mean, you've done a lot of work on it.

Scott Oh, we were talking about Abby? Yeah, we have. We have talked, you know, depending on, you know, there's other grant funding opportunities as well cause we would like to do more of what? What talk about, as far as not just putting the pylons in, but putting actual raised medians and stuff into it.

Nick, Build a true bicycle prison. High speed E-bikes and only 7 feet of width.

Scott, I know.

Nick, you're asking for accidents.

Sean, You're not entirely wrong.

Gabe, So where do you find that project on the city website?

Scott, I don't know if they post anything on the city website, and we do have project highlights. So if it's not in there, then probably not posted.

Nick, the best project list is right here. This document is right here. Yeah, This is an all inclusive list that's attached to the events and attached to the agenda. So if you want to find out about any project that has a bicycle pedestrian aspect you know this, attach the agenda, Prior to the meeting just go and spend 2 or 3 hours going down and reading them all.

Sean, I know there's a little frustration for public works that they don't necessarily feel like we're utilizing that and reading through it as much as we. We definitely should definitely, you know, encourage fellow committee members to, you know, try and take a look at that before each meeting. But since recently I've been riding the bus and stuff.

Scott, I know we do post stuff like traffic control, so different areas that are impacted by traffic control, those are posted. I mean, I just kind of reiterate that Jill's talked about this, that I don't know if everybody's aware that if you have new members and stuff, that if there are certain projects

you want to bring up here. We need advance notice. So I mean, see a project. And you want to know more about it. We're not dealing with them day to day or with a split from how it works with capital. The capital group, capital division. They're working on the Projects day to day. So they're the ones that are providing us with updates. What you see in this spreadsheet. So there's more details you want. Yeah, we need to advance those so we can work with them to try to bring you more information. **Sean**, All the way to Dakota. We're looking at getting our buffer class fours for us that's going out for qualification. **Nick**, You can ask. **Scott**, McKinley to Shields. **Sean**, Were finishing Belmont to Olive Divisadero to Olive should be finished soon? How about Olive to Shields? I mean is there any, I guess, with grade separation that's going to be a whole thing. I mean Olive to McKinley? **Scott**, As far as what Caltrans is doing? Well, in terms of are we getting bicycle facilities and sidewalk improvements from Olive to Mckinley anytime soon. **Nick**, Which street? **Sean**, Blackstone **Scott**, Yeah, that might be something that was that we. I know we have another project we're working on for a grant. I believe that's part of it. I can ask for a total update. **Nick**, That whole Blackstone mobility project is terminus north of Dakota. **Sean**, That's my understanding. **Nick**, Yeah, 180 did kind of smart mobility. Yeah, mobility. All the way down to somewhere around 180 new members. We have some new members on the ATAC committee. We. are not in the middle of this project. **It's a major undertaking to** redesign that whole corridor. So what the concept was that's adopted by the city Council and there are some projects underway This is for the major redesign of that entire corridor. As far as you know what projects are under consideration for grants. Because my recollection, my recollection, and I know that about your recollection was that the cycle tracks were at sidewalk level. I remember I objected to that. **Sean**, I guess the lesson of this is, we actually do need a full kind of presentation update on Blackstone, so something we can get this handled as this level of update. It seems like we actually need it, you know. Someone more involved in the project will come and tell us what exactly is coming in, because this is obviously a major and very important project. No, we've been trying to make it happen. We've had these 3 h meetings, and we've been trying to make it happen. This was our attempt to get this to happen but we'll circle back around and make sure we get a full update. I mean, you know, like, like Scott was saying, city, you know public works really does want advanced notice on. If there's parts of these work plans that you would like to know more about. I mean, is there anything on the top of your guys list you wanna see. **Paul**, The only thing is that this was requested several months ago and maybe we should have an agenda item on it? **Scott**, part of that is just because it's been diced, or we find grant money that not all is being done. But you know pieces of pieces at a time. **Tony**, Mike Karvassi had funded a corridor study that it's not on the project list. For some reason it's supposed to be done soon. My other question has to do with the Shaw resurfacing project. That's happening from like 99 to Blackstone. I believe something like that. And I know you know, there's no bike facilities on that now. I was wondering whether, if it is because we have a complete streets policy that calls for an exception to be approved by the city Council at that site. What happens with that policy? **Scott**, What I recall is that a director level, that there's certain exceptions of directors that can make council exceptions. **Tony**, Okay? So

it's at the discretion of the for certain levels. Yeah, okay, so yeah, I just was wondering what happens with that resurfacing project. If that's the director level, or if that's the council level decision not to create. **Scott**, yeah, standing operating procedures. **Tony**, cause I see there's a project from veterans to Polk equipment class 2 to on Shaw. So then, east of 99, that's problematic because of the road width in certain areas and volumes of traffic. Yeah, although, although that may change because if they move, the cost goes up to earn them that could reduce the volume potentially. So there are lots of lots of variables there. Anyway, I'm just kind of curious what's happening with Shaw, what's happening with Shawn, because, you know, there's just with the high speed rail we've already talked about just so kind of limited options I get from one side another, and I know you. You know you've got Veterans, Boulevard, but that's kinda out of the way for people south of Shaw there. So and then, you know, so it would be nice if there were, you know, we're making Blackstone a complete street, maybe. I know. Keith Burkhold told us about putting BRT on Shaw and things like that but maybe maybe if there, if there's potential to make it more complete anyway. Thanks.

<https://fresno.legistar.com/gateway.aspx?M=F&ID=0f04141b-cc72-454e-a898-13089c7f2cfc.pdf>

Form 700 Sean, Form 700, has everyone completed theirs? **Scott**, if you haven't, the city clerk office should be emailing you?

ADJOURNMENT

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