

**Bicycle Advisory Committee (BAC), of the
South Lake Tahoe Recreation Facilities
Joint Powers Authority (JPA)**

Advisory Committee members:

Peter Fink, David Reichel,

Russ Dahler, Charles Nelson, Paul Amato, Rosemary Manning, Ray Kauffmann



Biannual Joint Powers Authority Bicycle Advisory Committee (BAC) Report August 1, 2019

To: South Lake Tahoe Recreation Facilities Joint Powers Authority (JPA)

From: Bicycle Advisory Committee (BAC)

Subject: BAC update on projects in 2018 and recommendations for 2019.

Status of prior approved projects:

1. In July 2017, the JPA approved \$25,000 for surface improvement on the County's golf course boardwalk. The project was accomplished by County staff during the 2018 season.
2. The JPA had provided a total of \$10,000 in 2015 and 2016 for way finding signage on the City and County Class 1 bicycle pathways. The funding for the County portion, \$3,500, was paid to the City for its sign shop to fabricate signs for the County. The City sign shop was never able to perform the fabrication. County staff has provided a \$4,500 cost estimate for fabrication and installation of the signs (and related directional signs). The City will need to pay the \$3,500 back to the County, and the BAC recommends providing an added \$1,000 to the County for the fabrication and installation of the signs.
3. The JPA funded a \$65,000 match to the Al Tahoe/Johnson ATP project, which will be constructed in the 2020 construction season.
4. The JPA funded \$22,000 for 2018-19 County winter snow removal from November 2018 through March 2019. The County deleted April 2019 from the contract in order to keep the cost within available funding. While County staff has determined it will be most cost-effective to perform snow removal "in-house" going forward, it has chosen not pursue the purchase of a specialized piece of snow removal equipment in time for the 2019-2020 winter. The County anticipates doing so in time for the 2020-2021 winter season.
5. The JPA funded \$12,000 for 2018-19 City winter snow removal; the work was performed "in-house" using seasonal employees. In doing so, the City staff determined their existing snow removal equipment was not adequate. Consequently, the City Council authorized staff to purchase a single piece of specialized equipment to remove snow along the City's bicycle trail network beginning with the 2019-2020 winter.

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2019 project recommendations for expenditure:	\$80,000*	
Automatic allocation based upon prior JPA action:	\$14,500	
1. City 2.9 miles of rehabilitated Class 1 bicycle/multi-use pathways		\$14,500
Discretionary allocations - BAC recommendations:	\$36,000	
1. 2019-2020 City winter snow removal		\$12,000
2. 2019-2020 County winter snow removal		\$22,000
3. Added funding to County for directional signs fabrication & installation		\$ 1,000
4. Budget training funding for possible use by BAC members or alternates		<u>\$ 1,000</u>
Subtotal		\$36,000
Balance to be designated as described below:	\$29,500	

* Available Special Reserve Account funds after payment of Measure S maintenance and Measure R special projects previously recommended by the BAC and approved by the JPA. See August 1, 2019 Staff Report entitled "Special Reserve Account Funds Potentially Available, August 1, 2019" for details.

Measure R requires needed maintenance to be the BAC's top priority; as such, the possible 2019 City rehabilitation of the Linear Park Bike Trail segment from Wildwood to Ski Run was the Committee's top priority project. The City received a bid of \$119,000 in early June to rehabilitate this section of the bike trail. At this cost the City chose not to invest \$89,500 of its General Fund money to supplement the available \$29,500 from the JPA. In consideration of these facts, the BAC recommends that the \$29,500 be set aside, but kept in the JPA's interest-earning Special Reserve account as a local match for a future project.

The BAC's top priority for this funding is the proposed Bijou Park Connector from the Greenway Phase 1b/2 project (Glenwood Way to Sierra Blvd.). The Greenway project should be constructed in 2020. It would be desirable to construct the Bijou Park Connector trail at the same time, but the connector trail has not been designed and is currently unfunded. City staff have suggested this connector can be designed and constructed by City staff. It should be noted that an additional \$27,500 could be available in the 2020 allocation to assist with funding.

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In the event that the Bijou Park Connector Trail cannot be done at or near the same time as the Greenway project, other projects that the BAC might recommend for future funding designation, include:

1. Complete the Greenway by finishing Section 1C and the Upper Truckee Bridge/South Y Connector.
2. Additional Y area bike route(s) signage in area from Motel 6 Class 1 trail to 15th Street.
3. Fit Republic Fitness connector from Highway 50 (and the City's Sierra Blvd. project) to the Zone 3 bicycle/multi-use trail. Easements must be acquired in order for this project to be done.
4. Depending on the City's experience doing winter snow removal "in-house" in 2019-20 and the County's experience with its 2019-20 snow removal contract, added JPA funding may be needed for City and/or County winter snow removal in future years.

BACKGROUND AND CONTEXT:

The BAC recommended, and the JPA has approved, that the JPA automatically allocate \$5,000/mile to the 2.9 miles of City of South Lake Tahoe Class 1 bicycle/multi-use pathways that have been rehabilitated. This amount is \$14,500, as reflected above, leaving an expected \$65,500 available to recommend for allocation by the JPA.

The City's Sierra Blvd (.6 mile) project will be constructed in 2019 and eligible for an automatic annual allocation of \$3,000 in 2020; the Al Tahoe/Johnson (.4 mile) project will be completed in 2020 and eligible for an automatic annual allocation of \$2,000 under Measure S in 2021. These projects were earlier expected to be completed in 2018, but were delayed by matters outside the City's control.

2020:

It is anticipated that the BAC will continue to recommend winter snow removal for the City and County Class 1 pathways. It may have the capacity to fund more toward the City's maintenance costs on rehabilitated Class 1 pathways, depending on the status of the above-listed projects.

Status of prior BAC recommendations, with date the BAC first made the recommendation:

The January 2016 BAC report made recommendations #1 through #6 below in priority order:

1. January 2016, #2: The BAC recommended installation of a yellow center line on the Linear Park bike path. The City has indicated the intent to install the yellow line but to date has been unable to get the work accomplished.
2. January 2016, #4: Connection to the Sierra Blvd project: The BAC recommended that an easement be secured to connect the existing Class 1 trail behind Scusa to the planned Sierra Blvd bikeway project. TRPA has recently developed an active transportation checklist and recommends local government incorporate the checklist into their permitting process.
3. January 2016, # 5: The BAC prioritized adding green paint to the Class 3 street crossing area at Eloise and Dunlap Avenues, as recommended in the 2016 TRPA Active Transportation Plan (ATP) Complete Street Resource Guide.
4. January 2016, #6: The BAC will consider recommending increased funding for additional wayfinding signage on the street network in the Y area once the existing wayfinding signage project previously authorized by the JPA in July 2015 is complete. The City has said it will contract for sign fabrication during winter 2019 for installation spring/summer 2019.
5. January 2016, #8: The BAC recommends enhanced street crossings within the Tahoe Valley Area Plan (TVAP) as noted in the TVAP bike study and as recently recommended in the Highway 50 Road Safety Audit.
6. January 2016, # 10: The BAC recommended the City analyze the feasibility of connecting the end of Melba Drive to the airport property, generally along the pre-existing campground roadway.
7. January 2017: The BAC encourages the City and County to pursue more aggressive and larger grant applications in the future. This recommendation was not given a priority #.
8. July 2017: STPUD officials have suggested the possibility of incorporating Class 1 bicycle trail planning along its sewer line main from the Sierra Tract to Meyers. The BAC supports this concept in planning new Class 1 bicycle pathways. This recommendation had no priority #.

The following January 2016 recommendations have been accomplished:

1. January 2016 #1: Pavement improvements to the Class 1 Campground loop, Meeks bridge to Edgewood Circle, and Lakeview Commons to Alta Mira with City's 2017 project.
2. January 2016 #3: Pavement improvements to Measure S Class 1 15th street, Community Playfield with City's 2017 project; and the County's golf course boardwalk, which is funded and scheduled to be done summer 2018.
3. January 2016, #7: Eloise Avenue, was repaved with City's 2017 project.
4. January 2016, #9: County's addressing Pat Lowe – Pioneer/US 50 bicycle trail alignment.