



## Legislation Details (With Text)

**File #:** 16-0381      **Version:** 1

**Type:** Agenda Item      **Status:** Approved

**File created:** 4/5/2016      **In control:** Board of Supervisors

**On agenda:** 6/7/2016      **Final action:** 6/7/2016

**Title:** Community Development Agency, Transportation Division, recommending the Board approve and authorize the Chair to sign the Memorandum of Understanding between Tahoe Regional Planning Agency and El Dorado County Regarding the Installation and Maintenance of Bicycle and Pedestrian Monitoring Equipment for specified areas in the Tahoe Basin.

FUNDING: South Lake Tahoe Recreation Facilities Joint Powers Authority Measure R/S Funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. A - Approved CRS 6-7-16, 2. B - TRPA MOU 6-7-16, 3. C - Vicinity Map 6-7-16, 4. Executed MOU 6-7-16

Date	Ver.	Action By	Action	Result
6/7/2016	1	Board of Supervisors	Approved	Pass

Community Development Agency, Transportation Division, recommending the Board approve and authorize the Chair to sign the Memorandum of Understanding between Tahoe Regional Planning Agency and El Dorado County Regarding the Installation and Maintenance of Bicycle and Pedestrian Monitoring Equipment for specified areas in the Tahoe Basin.

**FUNDING:** South Lake Tahoe Recreation Facilities Joint Powers Authority Measure R/S Funds.

**DEPARTMENT RECOMMENDATION**

Community Development Agency, Transportation Division (Transportation), recommending the Board consider approving and authorizing the Chair to sign the Memorandum of Understanding between Tahoe Regional Planning Agency and El Dorado County Regarding the Installation and Maintenance of Bicycle and Pedestrian Monitoring Equipment.

**DISCUSSION / BACKGROUND**

The Tahoe Metropolitan Planning Organization and the Tahoe Regional Planning Agency (TRPA) conduct on-going monitoring of the usage of transportation facilities in the Tahoe Basin to improve policy decisions related to future investments in transportation infrastructure.

The intent of the subject Memorandum of Understanding (MOU) is to support the Tahoe Basin Bicycle and Pedestrian Monitoring Program conducted jointly by TRPA, Traffic Works LLC, and many other agencies throughout the Tahoe Basin. The primary objectives of the monitoring program are to accurately measure the status and trends of bicycle and pedestrian activity and document the need for continued investment in such facilities. In an effort to efficiently increase accuracy and knowledge of overall status and trends, TRPA has purchased permanent monitoring equipment that continually and automatically counts bicycles and pedestrians. TRPA proposes to give two of these monitors to El Dorado County to install and maintain on County bicycle and pedestrian facilities under the

conditions laid out in this MOU.

In accordance with the terms in the proposed MOU, TRPA will purchase the monitoring equipment and give it to the County. The County will be responsible for installing, maintaining, and operating the monitoring equipment, including downloading count data from the monitoring equipment at regular intervals. Transportation plans on installing the monitoring equipment at two locations on the Class 1 Bicycle Trails along State Route 50/89 in Meyers, along Sawmill Road, or along Lake Tahoe Boulevard. Transportation proposes to fund the installation and maintenance of the monitors using South Lake Tahoe Recreation Facilities Joint Powers Authority Measure R/S funds.

TRPA and the County share mutual interests in the purchase, installation, and maintenance of these monitors. The data collected will allow TRPA to (1) report on its progress toward increasing bicycle and pedestrian activity as part of its Regional Plan; (2) report on its progress towards goals related to air quality and recreation; and (3) justify continued investment in bicycle and pedestrian facilities. The County will benefit through (1) obtaining important data on bicycle and pedestrian use at the respective facilities at little cost; and (2) evaluating the use of the monitoring hardware to determine whether it is appropriate to invest in additional monitoring equipment for use elsewhere in the County, especially on the West Slope trail network.

At the time of this report's preparation, confirmation of the proposed project and its funding is anticipated by the JPA Bicycle Advisory Committee on June 1, 2016. The committee's recommendation is anticipated to be forwarded to the JPA Board for formal adoption at their July 29, 2016 meeting. Should the project funding not be approved by the JPA, the proposed MOU may be amended or terminated with written notice.

#### **ALTERNATIVES**

The Board could choose to not approve the MOU. Transportation would not install bike or pedestrian counters, and the data generated would not be available.

#### **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

County Counsel and Risk Management have reviewed and approved the MOU.

#### **CAO RECOMMENDATION**

Chief Administrative Office concurs with staff's recommendations.

#### **FINANCIAL IMPACT**

Transportation estimates that the installation of the monitoring equipment, including staff and contractor expenses, will cost \$15,000. Annual maintenance and data collection costs are estimated at \$2,000 or less.

All installation, maintenance, and data collection costs are eligible to be funded by the South Lake Tahoe Recreation Facilities Joint Powers Authority (JPA) Measure R/S funds. The JPA allocates \$5,000 annually per mile of Class 1 and 2 bike trails within the JPA limits for the County's use related to trail maintenance. In the current fiscal year, the total amount allocated to the County by the JPA was \$35,000. This annual allocation is sufficient to absorb the proposed installation of the monitoring equipment and ongoing routine maintenance costs.

The Measure R/S funds are derived from a special tax approved by voters in 2000 and again in 2011, which will sunset in 2030. Should the tax not be renewed by voters at that time, Transportation's

Maintenance unit in South Lake Tahoe will absorb routine maintenance costs associated with the proposed MOU within its regular budgeted appropriations. The County will not be held financially responsible for any damage to the equipment caused by vandalism or other actions outside its control.

**CLERK OF THE BOARD FOLLOW UP ACTIONS**

- 1) The Clerk of the Board will obtain the Chair's signature on two (2) originals of the MOU.
- 2) The Clerk of the Board will forward one (1) original of the MOU to the Transportation - Tahoe Engineering Unit (Patty Scott) for further processing.

**STRATEGIC PLAN COMPONENT**

Infrastructure

**CONTACT**

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