

City of Culver City, California
City Council Agenda Item Report

Meeting Date: 08/28/06		Item Number: <u>A-3</u>	
AGENDA ITEM: Consideration to authorize entering into a Professional Services Agreement with Katz, Okitsu & Associates (KOA) for the development and design of optimized signal timing plans at 26 signalized intersections along segments of the Jefferson Boulevard, Sepulveda Boulevard, Overland Avenue and Slauson Avenue corridors			
Contact Person/Dept.: Max Paetzold/PW		Phone Number: 310.253.5613	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Public Notification: Master Notification List on August 23, 2006 and KOA, Austin Foust, and Willdan via telephone call on August 23, 2006			
Department Approval: Charles D. Herbertson 8/16/06		City Manager Approval: Martin Cole for Jerry Fulwood 8/23/06	
City Controller Approval: Marlee Chang 8/23/06			
<u>RECOMMENDATION:</u> Staff recommends the City Council authorize entering into a professional services agreement with KOA as the most responsive and qualified firm to develop optimized traffic signal timing plans and flow charts at 26 signalized intersections along segments of the Jefferson Boulevard, Sepulveda Boulevard, Overland Avenue, and Slauson Avenue major street corridors. This expense will be funded by Playa Vista Mitigation fund. Upon approval of the City Council, staff will make a budget transfer to allocate funding to project No. 880 – Traffic Signal Synchronization studies. A 4/5th vote is required to approve the budget amendment. <u>BACKGROUND/ DISCUSSION:</u> Increased construction and fuel costs with growing vehicular traffic volumes and changing driving patterns promotes the need to increase the efficiency of the existing traffic signal system. One cost effective strategy that is easy to implement is the improvement to the traffic signal operation through coordination and optimization. This effort is often recommended to be accomplished in five (5) to ten (10) year increments. The widening of Overland Avenue north of Washington Boulevard, increased passengers through the LAX airport facility, and the rerouting of the Culver City Bus Route number three (3), have added to the vehicular changes and patterns on			

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Jefferson Boulevard, Sepulveda Boulevard, and Slauson Avenue. In addition, there are future projects on the horizon such as the LAX expansion, West Los Angeles College expansion, Symantec and Fox Hills Mall developments, and the population increases at the Playa Vista development in Los Angeles.

DISCUSSION:

Two (2) MTA grants, in the past ten (10) years, the Sepulveda Boulevard Automated Traffic Surveillance and Control (ATSAC) system and the Jefferson Boulevard ATSAC gap closure projects were responsible for projects that upgraded sixteen (16) and twelve (12) signalized locations, respectively. The upgrade mainly provided for the installation of sophisticated traffic signal controllers. At the time of those installations, the timing of the traffic signals was based on available traffic volume data for each intersection with coordination between signalized intersections determined from field observations.

Recent developments in traffic signal computer modeling programs provide for determining and evaluating various strategies involving cycle lengths, phasing sequence, splits (proportioning of the traffic signal length) and coordination points with displays represented on a computer monitor. The model will address vehicular demand by allocating green time to equalize the degree of saturation on each vehicular movement followed by coordinated traffic signal cycle lengths to promote progressions, minimize delays, maximize storage area and when possible accommodate pedestrian crossings.

Engineering Division staff prepared and sent out five (5) requests for proposals (RFP) for professional Traffic Engineering services in providing, at twenty-one (21) signalized intersections, traffic signal optimization timing plans. The RFP was sent to the following Traffic Engineering firms.

1. Austin Foust Associates
2. Crain and Associates
3. Katz, Okitsu and Associates
4. Wilbur Smith and Associates
5. Willdan

The following firms submitted a proposal which included their estimated cost for the requested effort.

Company	Proposal Fee
Austin Foust Associates	\$ 29,400

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Willdan	\$ 31,500
Katz, Okitsu and Associates	\$ 35,650

Staff reviewed the proposals and three responding firms provided a summary of the effort each would perform in keeping with the tasks requested in the RFP. Austin Foust indicated that they would provide timing charts in the LADOT-ATSAC format and not standards as stipulated in the RFP. Also Willdan failed to recognize this requirement. The KOA proposal is complete and responsive to the requirements stipulated in the RFP. In addition, to process the optimization program model, KOA will, as part of this effort, prepare recommendations for potential minor signalization improvements and revised minor phasing. Although KOA's cost is the highest, staff is recommending awarding them the contract based on their well written proposal, superior experience, and successful working relationships with City staff on past and current projects.

KOA has been involved in several traffic signal improvement projects over the past fifteen (15) years within the City of Culver City. The most recent was the Washington Boulevard realignment evaluation. An integral part of this evaluation was the retiming of seven (7) traffic signals in the downtown area. Their successes in satisfactorily completing traffic signal timing work in the city yields a high degree of confidence that the desired work can be accomplished within the RFP framework. KOA is also providing consultant services for the Sunkist Park Neighborhood Traffic Management Plan.

It was suggested from Public Works signal field staff to include an additional group of five (5) signalized intersections, on Overland Avenue and additional intersections on Slauson Avenue, as part of this effort. This would increase KOA's cost proposal by \$8,500 (approximately \$1,700 per location) to \$44,150.

Therefore, staff is recommending that the City Council award an agreement with KOA in an amount not-to-exceed, \$44,150, to provide traffic signal timing optimization plans and charts at 26 intersections. The work is expected to be completed by December 2006.

FISCAL ANALYSIS:

Negotiations regarding mitigation measures for traffic related impacts within the City of Culver City resulting from the build out of Phase 1 of Playa Vista yielded a deposit of \$1,250,000. These funds are in account number 420.212270 (Deferred Revenue). There is \$1,238,821.89 of unreserved funds in the account. Support for a battery back-up system at several signalized intersections and reimbursement of grant

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matching funds for the traffic signal upgrades in the Jefferson Boulevard and Sepulveda Boulevard corridors were previously funded from this mitigation account. There is a nexus to accomplish this signal timing optimization effort at this time because we are at a half way milestone to the full Playa Vista build out expected in 2011. Therefore, it is recommended that Playa Vista funds be used to pay for this work.

ATTACHMENTS:

1. Request for proposal for Traffic Signal optimization
2. Responding proposal from Austin Foust Associates
3. Responding proposal from Willdan
4. Responding proposal from Katz, Okitsu & Associates

MOTIONS:

That the City Council:

1. Authorize entering into a professional service agreement with Katz, Okitsu and Associates to provide Traffic Signal timing optimization plans and timing charts at 26 intersections, along Jefferson Boulevard, Sepulveda Boulevard, Slauson Avenue, and Overland Avenue, a cost not to exceed \$44,150,
2. Approve a budget amendment to increase revenue estimate of \$44,150 (Account # 42000880.339xxx, Playa Vista Mitigation Roadway/Capital enhancement) and appropriate \$44,150 to project Traffic Signal Synchronization Studies, P-880, account number 42000880.7xxxxx, and
3. Direct the City Attorney to prepare the necessary documents for the Katz, Okitsu and Associates contract and authorize the City Manager to execute the documents

A 4/5th vote is required to approve the budget amendment.